

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, OCTOBER 27, 1860.

Second Quarto Series, Vol. XVI., No 43.—Whole No. 1,280, Vol. XXXIII.

ESTABLISHED IN 1831.

NEW-YORK:

PUBLISHED WEEKLY, BY

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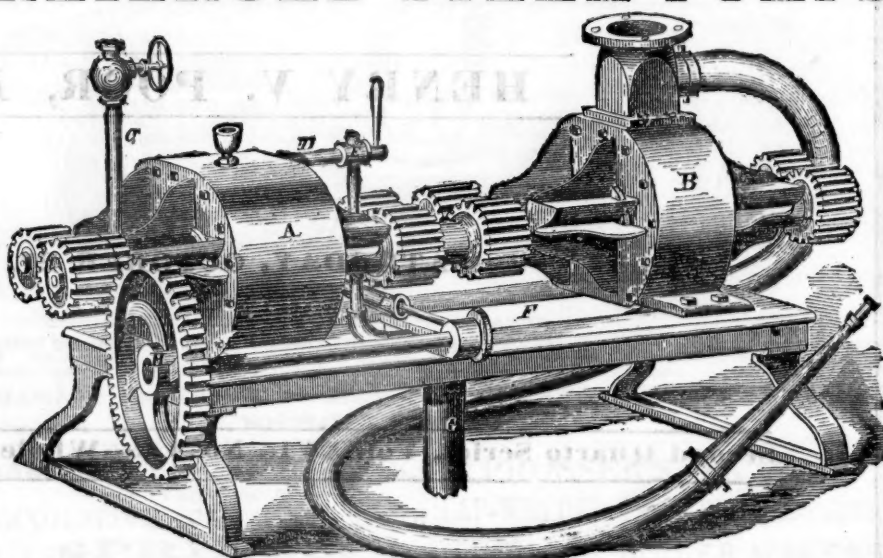
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SATURDAY, OCTOBER 27, 1860.

[WHOLE No. 1,280, VOL. XXXIII.]

Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the Journal.

PRINCIPAL CONTENTS.

New York State Canals.....	945
Action to recover interest on Railroad Stock.....	947
Virginia Central Railroad.....	948
Debt, Wealth and Population of St. Louis.....	950
Nashville and North-western Railroad.....	951
Glassboro' and Millville Railroad.....	951
New York and Harlem Railroad.....	952
Railroads of Virginia.....	953
Pittsburg, Fort Wayne and Chicago Railroad.....	960
The Share and Money Market.....	961
Grand Trunk Railway of Canada.....	961
Buffalo, New York and Erie Railroad.....	961
Charleston and Savannah Railroad.....	962
Pacific Railroad.....	962

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, October 27, 1860.

New York State Canals.

(From Poor's History of Railroads and Canals.)

The valleys of the Hudson and Mohawk rivers, being depressed below the general level of the country, were naturally seized upon by the earliest explorers and traders as the most convenient route between the interior and the Atlantic coast. The waters of the Mohawk took their rise in a plateau, which was also drained in parts by streams running into Lake Ontario. These waters so intermingled that in times of floods the Indian in his canoe could pass from one to the other. At these periods, a continuous water-line extended between Lake Ontario and the harbor of New York.

The progress of population westward suggested at an early day the improvement of this natural highway. In 1724, Cadwallader Colden, then surveyor general of the colony of New York, suggested a system of works somewhat similar to that now existing. In 1768, Sir Henry Moore, the governor of the colony, recommended to the legislature the improvement of its inland navigation as worthy of attention. Action upon these recommendations was necessarily postponed by the political troubles which soon followed. The

idea, however, was not lost sight of, and in the midst of the revolutionary struggle, Gouverneur Morris predicted that, "at no distant day, the waters of the great western inland seas would, by the art of man, break through the barriers and mingle their waters with those of the Hudson,"—a prediction which in after life he aided to fulfil.

With the independence of the country, the project was renewed. No definite action was taken, however, till 1808, when the subject was presented to the attention of the legislature of the State, and a reconnoissance of the route proposed, which was subsequently ordered, and a sum of *six hundred dollars* voted to defray the expense. The survey was committed to James Geddes, who was instructed by Mr. De Witt, the surveyor general—first, to examine "what may appear the best place for a canal from Oneida Lake to Lake Ontario;" and next, "the ground between Lake Erie and Lake Ontario, with a view to determine what will be the most eligible track for a canal from below Niagara Falls to Lake Erie." The interior route was treated as a subordinate object, or only thought of "as a work by itself, to be undertaken hereafter, should government deem it necessary."

The Report of Mr. Geddes was made on the 12th of January, 1809, and though necessarily imperfect, by reason of the inadequate means voted for the survey, fully proved the practicability of the interior route, and the benefits it would secure to a fertile country that could be reached by no exterior route. No immediate legislative action followed, but the steps taken served to excite increased interest on the subject of the proposed improvements.

Before proceeding further with the historical sketch of the New York Canals, it will be proper to record the efforts already made by incorporated companies to open communications, by water, between the Hudson River, Lake Ontario and Lake Champlain.

On the 15th of February, 1791, a joint committee of the legislature was appointed to enquire into the means of removing the obstructions to the navigation of the Mohawk and Hudson rivers, and on its recommendation, an act was passed providing, among other things, for the survey of the ground between Wood Creek and the Mohawk River, and between the Hudson River and Wood

Creek of Lake Champlain, and for estimates of the cost of constructing canals on the respective routes. An effort to make them State works was unsuccessful; and the report of the commissioners resulted in the incorporation, in 1792, of the Western and the Northern Inland Navigation companies—the one authorized to make a lock navigation from the Hudson to Lake Ontario, and the other a similar navigation from the Hudson to Lake Champlain.

In 1796, the Western Company surveyed a line for their proposed work, and soon after constructed a canal around Little Falls, one mile long, with 5 locks; another over the Genesee Flats, with 2 locks, and a third from the Mohawk to Wood Creek, running into Oneida Lake, with 2 locks and a feeder. Several dams and locks were constructed on Wood Creek. These works were completed in 1802, allowing the passage of boats of 15 tons burden from Oneida Lake to the Lower Mohawk, at a cost of \$450,000. Toward these improvements the State contributed, as a stockholder, \$92,000. From their limited capacity and imperfect construction, they proved unremunerative, their cost exceeding four times the estimates. The company discouraged by the result suspended further operations.

The Northern Company did little or nothing toward the construction of the works assigned to it.

As the people of the State became more familiar with the country on the route now occupied by the Erie Canal, and as the need of such a work became greater with the increase of population, the subject was again brought to the attention of the Legislature; and on 1st March, 1810, a resolution was adopted by that body for the appointment of a commission to examine the route, the condition of the western navigation, the improvements expedient to be made, and to report in full to the Legislature at its next session their estimates and opinions thereon. The report was in favor of the interior route, and estimated the cost of a canal upon it at \$5,000,000, and recommended that the enterprise should be offered to the general government. An act passed on 14th March, 1812, continued the commission, and authorized an application for aid to Congress and the Legislatures of the several States, and the appointment of engineers—appropriating \$15,000 to the service.

The aid of Congress was refused. The report to this effect, made to the Legislature, in March, 1812, aroused the State pride, and a determination on the part of the people to rely on their own resources in the prosecution of the proposed works. It was followed by an act passed in June, authorizing the commissioners to borrow \$5,000,000, in Europe, on the credit of the State. In consequence, however, of the hostilities which at that time were existing, no loan was effected, and in 1814 the act was repealed, and all proceedings relative to the canal suspended.

With the return of peace the project was revived. Public meetings were held to discuss the proposed works, and numerous petitions presented to the legislature in their favor. It was not, however, till 1816 that an act was passed which was the incipient step in the construction of the present system of public works. This act provided for the appointment of a board of commissioners, to examine the whole subject and report their doings to the succeeding Legislature. The duties imposed were faithfully discharged. The commissioners reported detailed surveys and estimates, laying the foundation for future action. On the 15th April, 1817, the act "concerning navigable communications between the Great Western and Northern Lakes and the Atlantic Ocean" was passed. It continued the commissioners previously appointed; established a canal fund; authorized the commencement of the work, by opening communications by canals and locks between the Mohawk and Seneca rivers, and between Lake Champlain and the Hudson, and empowered the commissioners to purchase the rights of the Western Inland Transportation Company, and to assess \$250,000 upon lands on or within 25 miles of the route.

On the 27th June following the first contract was given out, and on the 14th July the ground for the Erie Canal was broken near Rome. The whole line was divided into three sections: the Western, extending from Lake Erie to the Seneca river; the middle, from that river to Utica, and the Eastern, from Utica to the Hudson. The middle section, including a branch from Syracuse to Onondaga Lake, was rendered navigable in October, 1819. In 1819 and 1820, 43 miles on the western section, chiefly on the east of the Genesee river; and in 1820, 26 miles on the eastern section were put under contract. Operations were conducted on both sections simultaneously. In the early part of 1821, the residue of the eastern, and that part of the western below the Genesee and Tonawanda Creek were let. In November of the same year, boats descended as far as the Little Falls on the Mohawk. Towards the close of 1822, boats navigated 220 miles of the canal; and in October, 1823, 280 miles were finished, and boats from the north and west entered the Hudson at Albany. On the 26th October, 1825, the first boat passed from Lake Erie to the Hudson. The period between the commencement and completion of this canal was eight years and three and a half months. The union of the waters was appropriately celebrated in the city of New York, on the 4th November, 1825.

The Champlain Canal was commenced in October, 1816; was navigable in November, 1819, and was finally completed in 1823.

In 1820, the State acquired by appraisement and purchase the rights and property of the Western Inland Navigation Company, paying for them the sum of \$151,821. The interest of the State as a stockholder, in this valuation, amounted to \$60,205.

No sooner were the works which constitute the great feature of the system, the Erie and Champlain Canal, opened, than attention was directed to the improvements suggested to the wants and topographical features of the State. These were supplied by a number of lateral canals—the Oswego, reaching to Lake Ontario; the Black River, connecting the Erie Canal with the basin of the St. Lawrence; the Chanango, the Cayuga and Seneca, the Crooked Lake, and the Chemung Canaas, connecting it with the Susquehanna, and the Genesee Valley Canal, connecting it with the Alleghany river.

The dimensions of these several canals, as established by the commissioners in 1817, were 40 feet in width, 4 feet deep, with locks 90 feet by 15 feet. Their capacity was soon found to be inadequate to meet the wants of a growing commerce. So early as 1834, this had become apparent, and in his message to the Legislature at its opening in that year, Governor Marcy, after alluding to the rapid increase of the trade of the lakes and canals, said—"It has already, become quite evident that the capacity of the Erie Canal will not much longer be adequate to the exigency of the business on it. The improvements that will soon be required are double locks to facilitate the passage of boats, and the enlargement of the canal in its width and depth;" and on the 29th January, the Canal Commissioners made a special communication to the Assembly in favor of doubling the locks east of Syracuse, and rebuilding the aqueduct at Rochester. In view of these demands, an act was passed in 1834 authorizing the Canal Commissioners "to construct a second set of lift locks, of such dimensions as they should deem proper, on the Erie Canal, from Albany to Syracuse." In the summer, preparations were made to carry this into effect; but at the session of 1835, the act of 1834 was repealed, and another act passed for enlarging the Erie Canal in its whole extent, and to re-construct the aqueduct aforesaid, with a 40-foot waterway. At this session were also passed the several acts authorizing the Black River, Genesee Valley and other canals.

In July, 1835, the Canal Board resolved, "That the canal be enlarged, so as to give 6 feet depth and 60 feet width of water on the surface, and that the locks be 105 feet long and 15 feet wide in the clear." At an adjourned meeting, held in the following October, it was voted to increase the depth of the canal to 7 feet; its width to 70 feet, and the locks to 18 by 110 feet. The estimated cost of the enlargement, to the extent proposed, with double locks (but not including land damages), was \$12,416,150. Little was done toward the enlargement till 1837, when, \$636,312 was expended. For the next five years, about \$2,000,000 were annually expended, when the work was suspended by act of the Legislature, in 1842. In 1847, an act was passed for the resumption of the work of enlargement, under which it was resumed and has steadily progressed to the present time.

The total length of all the canal and river improvements, with their navigable feeders, belonging to the State on the 30th September, 1859, was 886 miles. In this length are included the unfinished works on the Black River, and on the extension of the Genesee Valley Canal.

There is no doubt that the Erie, the leading work in the system of the New York Canals, is by far the most important artificial highway in the United States, both in the extent of its present commerce and in the influence it has exerted in advancing the population, wealth and material interests of the country. Its opening, in fact, gave, for the first time, commercial value to the products of the Interior. According to a report made in 1817, to the Legislature of the State of New York, the cost of transporting a ton of merchandise from Buffalo to Albany equaled \$100, a sum far exceeding the value, in New York, of most of the agricultural products of the country. The time required was 20 days. The canal at once reduced the cost from \$100 to \$20, and the time from 20 to 8 days. With the improvements on the canal, and the enlargement, the cost of movement has been steadily reduced, so that for the past year the average charge for transporting a ton of merchandise from Albany to Buffalo was \$2.40 including tolls. The tabular statements accompanying this memoir, present in a condensed manner the progress, amount and value of the commerce of this great work.

STATEMENT of the Receipts and Payments on account of all the State Canals from the commencement of the works to the 30th September, 1859.

<i>Receipts—</i>	
Loans (and revenue certificate of 1851-2).....	\$50,449,552
Premiums on loans, etc.....	2,521,443
Temporary loans.....	2,851,467
Gross tolls.....	70,565,737
Tax.....	3,827,191
Vendue duty.....	3,592,039
Salt duty.....	2,055,458
Steamboat Tax.....	73,509
Sales of land.....	320,518
Int. on investments and deposits.....	3,484,594
Rent of surplus water.....	76,024
General fund for deficiencies.....	1,886,499
E. and C. canal for B. R. canal and Erie canal feeder.....	290,098
E. and C. canals for deficiencies.....	4,640,971
Miscellaneous.....	1,213,083
Total.....	\$146,858,123
<i>Payments—</i>	
Discounts on loans.....	\$390,061
Principal of loans.....	20,214,645
Premium on purchase and investment of stock.....	366,777
Temporary loans.....	2,643,967
Interest on loans.....	27,413,493
Canal commissioners—construction..	55,106,814
Seneca Lake Navigation company...	53,872
B. R. canal for Erie canal feeder....	290,098
General fund.....	4,137,603
General fund debt.....	3,884,417
Deficiencies of lateral canals and Oneida River improvement.....	4,540,971
Oneida Lake canal feeder.....	50,000
Repairs of canals—contractors.....	571,364
“ “ —superintendents..	16,360,716
Collectors and inspectors.....	1,526,638
Weigh masters.....	182,928
Miscellaneous.....	2,194,716
Balance on hand 30th Sept., 1859...	1,319,104
Total.....	\$146,858,123

STATEMENT showing the amount of tolls (including rents from surplus water) and the cost of collection and repairs from 1826, yearly.

Fiscal years.	Gross tolls collected.	Expenses & Repairs.
1826.....	\$854,508	\$531,676
1827.....	881,134	494,701
1828.....	831,002	393,518
1829.....	817,919	357,588
1830.....	1,045,163	292,674
1831 (9 months).....	751,269	224,420
1832.....	1,112,918	428,965
1833.....	1,388,381	487,797
1834.....	1,387,715	534,898
1835.....	1,484,596	510,525
1836.....	1,598,455	467,599
1837.....	1,325,610	608,994
1838.....	1,465,275	622,027
1839.....	1,655,789	504,758
1840.....	1,606,827	575,021
1841.....	1,989,687	514,518
1842.....	1,797,464	642,584
1843.....	1,953,829	531,146
1844.....	2,388,457	636,858
1845.....	2,375,533	738,106
1846.....	2,798,860	639,353
1847.....	3,463,710	643,766
1848.....	3,156,968	855,851
1849.....	3,378,920	686,804
1850.....	3,393,081	835,966
1851.....	3,703,999	907,730
1852.....	3,174,857	1,049,046
1853.....	3,162,190	1,098,377
1854.....	2,982,115	1,237,866
1855.....	2,632,901	989,792
1856.....	2,721,741	786,633
1857.....	2,531,804	970,453
1858.....	2,047,391	1,078,879
1859.....	1,814,362	897,879
Total.....	\$69,564,425	\$22,675,768
Average....	2,046,013	666,934

Journal of Railroad Law.

ACTION TO RECOVER INTEREST ON RAILROAD STOCK; WHEN PAYABLE UNDER CERTAIN RESOLUTIONS.

The Vermont and Massachusetts Railroad Company was incorporated March 15, 1844, with a capital of 25,000 shares of one hundred dollars each. At the first meeting of the corporators and subscribers of stock, Nov. 21, 1844, it was voted, "that all subscribers be allowed interest on all sums paid by them up to the time when the road shall be completed and put in operation." On February 12, 1845, it was voted, "that the directors be authorized to deviate so far from the vote passed at the stockholders' meeting in November last, on the subject of allowance of interest to stockholders, as to arrange a convenient system for the treasurer, by which payments shall be made in uniform sums, and interest be allowed from uniform dates, not earlier than the first day of March next." On July 6th, 1847, the directors voted, that interest be paid to all holders of full paid stock on the first day of October next; and interest was, accordingly, paid on ten thousand shares, which had been fully paid in. Subsequently the company created new shares, of one hundred dollars each, one lot of which they put in the market at \$75 per share, and the other lot at \$50 per share; "the old and new stock to be of equal rank and value when fully paid, and the interest to be reckoned and adjusted accordingly thereon, and upon every assessment that may be paid." On the 12th of October, 1848, the directors voted "that the interest due to October 1st on stock be allowed to those who take new stock, and deducted on the payment of the second instalment, or paid in a bond of the company, at

ninety per cent., to any stockholder who is willing to take it." By order of the directors, interest, on all shares of capital stock which had been issued prior to Sept. 5, 1848, and paid for, was made up to Oct. 1, 1848, and paid to the holders of such shares in cash, or by credit in payment for new stock. On April 10, 1849, the directors voted "that interest on the shares of this corporation shall cease after the 15th of the present month."

One Wright became the purchaser of 300 shares of the stock issued at 50 dollars per share; and interest from Oct. 1, 1848, to April 15, 1849, amounting to \$975 not having been paid, he brought suit against the company for the amount, although the road had not been completed. The amount of interest on the shares held by the plaintiff and other stockholders, was cast up by the treasurer of the defendant corporation soon after the passage of the vote of April 10, 1849, and entered into a book procured by him for the purpose, setting against the name of each stockholder the number of his shares in one column, and the interest thereon in another.

It will be perceived that by the resolution passed at the first meeting of the stockholders, interest was to be paid only "when the road shall be completed and put in operation." It was contended, however, on behalf of the plaintiff that the subsequent acts and resolves of the defendants bound them to pay interest without regard to the completion of the road; and that no vote to pay interest, before or after it was made up, was necessary. The defendants contended that no interest was due, or payable until the road was finished.

Judgment was recovered by the defendants in the Massachusetts Court of Common Pleas, from which an appeal was taken to the Supreme Court of Massachusetts. The following is the opinion of the appellate court affirming the judgment of the Common Pleas.

SHAW, CH. J.—This is an action brought by the plaintiff as a stockholder in the Vermont and Massachusetts Railroad Corporation, to recover several sums alleged to be due and payable to him from the corporation. The case comes before us upon an agreed statement of facts, and the claim is placed by the plaintiff on the votes of the stockholders.

Supposing the original vote of the stockholders should be regarded as declaring a general right of the stockholders, previously to paying in any instalments on their shares, that each should be entitled to interest, to be computed on his payments, from the time of each payment to the time when the railroad should go into operation, and be in condition to earn income and pay dividends; this would be equitable because it would put stockholders on an equal footing, whether they should pay earlier or later. It would encourage capitalists to advance their money early, to meet the exigencies of the company before it could enjoy any income; and it seems right that the use of such capital should be paid for as a common charge on all. But a general declaration, and the adoption of an equitable arrangement, was indefinite in its nature, fixed no time or mode, in which such interest should be paid, and looked to no contingency on which it should be paid, other than the completion of the road.

Subsequently the directors passed a vote fixing the time of the first computation of interest to Sept. 1, 1847, probably with the expectation of issuing stock, and providing that these sums of interest should be received in payment therefor. Afterwards, the directors under the same authority fixed another time to which interest should be computed, being thirteen months from the former payment of interest, to be paid by receiving it on instalments on new stock, or the bonds of the company at ninety per cent. at the option of the stockholders. But there was no provision for the payment in money. These were paid accordingly. The directors never fixed any time for the third payment of interest. The directors voted April 10th, 1849, that no interest should accrue or be payable after April 15th; and thus fixed, as far as they had authority to do it, the time to stop the running or accruing of interest; but they did not fix a time for the payment of interest or direct the manner; whether by cash, bond, scrip or otherwise. Taking the legal obligation of the company to pay interest, on the ground on which the plaintiff places it, interest was not payable annually, or at any other period; because the vote did not so provide. We think there was no implied promise to pay interest annually, even if such promise might be implied from undertaking to pay money at a distant day, with interest in the meantime, because here was no debt, no principal sum to be paid. The directors have put no practical construction upon the votes, by paying annually, because the first and second payments were not an interval of a year, but of thirteen months; and, besides, the last payment was not to be made in money. Further, if anything made it an annual payment of interest, this action commenced July 3, 1849, was premature, being within a year from the former time of payment. In any way in which we consider it, the plaintiff had no cause of action when this suit was brought.

The book made by the Treasurer, stating how much would be due to each on the 15th of April, on which some reliance was placed, does not appear to have been made in pursuance of any order of either stockholders or directors. It was a blank book prepared by the clerk, to be signed by the stockholders, if any vote should pass under which they should receive their pay. No such vote ever did pass. It is of no authority as evidence. Great stress was laid by the plaintiff on the vote of the directors of April 10, 1849, stopping all interest after April 15, though it was denied on the other side that the directors had any authority to pass such a vote. No doubt this time was fixed as the time for stopping the payment of interest to stockholders because that was the time fixed for payment of the last instalment on the third issue of stock. As no more advances could be made, it was probably considered that, whether every stockholder should receive interest on what he had paid, or no one should receive any, it would really make no difference, because each would be bound to pay in the same proportion in which he would be entitled to receive. But whatever might be the authority of that vote, on the grounds on which its validity is questioned, we cannot put the construction upon it, that it directed the interest to be paid up to that time in cash and on demand; no such construction is warranted by its terms, or by any previous vote;

and we think it would be a forced and untenable one.

The Court are, therefore, of opinion, that whether that vote was unauthorized and void, or valid and effectual for the purposes for which it was intended, it was not a vote giving a present debt to the stockholder, and a right to maintain an action to recover it, and therefore, that this action cannot be maintained.

(From *Poor's History of Railroads.*)

Virginia Central Railroad.

(Financial year ending 30th September, 1859.)

BOARD OF DIRECTORS AND OFFICERS, 1859-60.

<i>Elected by Stockholders.</i>	<i>Appointed by State.</i>
E. Fontaine, <i>Richd. Va.</i>	S. Carpenter, <i>Cov'gt. Va.</i>
A. B. Hill, " "	J. Baylor, <i>Gord'nsv. "</i>
J. R. Woods, <i>Charlottesville.</i>	W. Overton, <i>Staunton.</i>

E. FONTAINE, *President*.....Richmond, Va.

JOHN GARRETT, *Treasurer*....." "

THOMAS DODAMEAD, *Superintendent*....." "

H. D. WHITCOMB, *Engineer*.....Staunton, "

PRINCIPAL OFFICE...RICHMOND, *Henrico Co., Va.*

LENGTH OF ROAD.

Authorized: Richmond to Covington...206 miles.

Completed: Richm'd to Jackson's River...195 "

Second Track, none. Sidings and turnouts 16.5 "

This length (195 miles) includes the Blue Ridge Railroad (16.81 miles) constructed by the State and operated, under contract, by the Virginia Central Railroad Company.

ROLLING STOCK—Locomotive engines27
Cars (8-wheel):—Passenger, 1st class 13,
and 2d class, 7.....20
Cars (8-wheel):—Conductors' 3; baggage,
express and mail 8; covered freight and
cattle 143; open, and platform, and gon-
dola 30; hay 4.....188
Cars (4-wheel):—Freight 10, and gravel 22. 32—240

The *Virginia Central Railroad Company* was chartered under the title of the *Louisa Railroad Company*, on the 26th February, 1836, with a capital of \$300,000, and with authority to construct a railroad "from some point on the line of the Richmond, Fredericksburg and Potomac Railroad, in the neighborhood of Taylorsville, to a point in the county of Orange, near the base of the southwest mountains." On the 27th February, 1837, an act was passed authorizing the Board of Public Works to subscribe, on behalf of the State, \$120,000 to the company's capital, or two-fifths of the whole amount. The work of construction was soon afterwards commenced, and the road completed and opened for public use, from the Junction (23 miles north of Richmond) to Frederickshall, 23.33 miles, on the 30th December, 1837, and to Louisa Court House, 35.29 miles, on the 28th December, 1838. The cost of the work to this date was \$405,225, or \$11,500 per mile. This amount was exclusive of rolling stock, which was provided by the Richmond, Fredericksburg and Potomac Company, under a contract for operating the road.

By an act passed on the 27th March, 1838, the company was authorized to extend the road from Louisa to Charlottesville, and to increase the capital by \$300,000, three-fifths of which to be subscribed by the State. The first portion of the Extension, from Louisa to Trevillian's Tavern, 4.32 miles was completed on the 1st August, 1839, and thence to Gordonsville, 9.55 miles, on the 1st January, 1840. This was the western terminus of the road for the next seven or eight years.

In June, 1845, a resolution was adopted by the

stockholders, asking for authority to extend the road to the Blue Ridge. The application was at first unsuccessful; but at the following session of the legislature an act was passed (8th March, 1847,) for this purpose. An independent railroad from the Junction to Richmond was authorized by an act passed on the 24th March, 1848. The latter was projected on account of the inability of the company to conclude a satisfactory arrangement for the continuance of the use of the Richmond, Fredericksburg and Potomac Railroad between the two points. Both these works were put under contract shortly afterwards.

For the construction of the Western Extension the company was authorized to increase its capital by \$300,000, the State to take two-fifths of the amount. To this date a considerable amount of the net earnings had been diverted and applied to construction. As a compensation to the stockholders these, in 1848, were distributed as an extra dividend of ten per cent. to the old stockholders, bonds payable in 1852 and bearing 6 per cent. interest, being issued therefor. The first portion of the Western Extension, from Gordonsville to Cobham, 6.83 miles, was completed and opened for traffic on the 14th August, 1848; thence to Rogers' Mills, 6.85 miles, on the 19th December, 1848; thence to Shadwell, 4.18 miles, on the 20th March, 1849, and thence to Charlottesville, 3.05 miles, on the 31st May, 1850.

In March, 1849, an act was passed authorizing the construction of a railroad, including a tunnel, across the Blue Ridge, at the expense of the commonwealth, and with the view of connecting with the Louisa Railroad. The act required the acceptance of its provisions by this company, and that the latter should pay into the State treasury fifty cents for each passenger and ten cents for each barrel of flour transported through the tunnel, the company to operate the road and keep it in thorough repair at its own cost. The measure was duly accepted by the stockholders, at their annual meeting, in July of the same year.

Another act was passed at the session of 1849, which authorized the company to issue bonds to an amount not to exceed \$80,000, the proceeds to be applied to the construction of the Richmond Extension. By the terms of the contract for this work, payment was to be made in bonds, stock and cash, in equal amounts. The bonds were made payable in 10 years, and bearing 6 per cent. interest.

The name of the company was changed in 1850, and from this date the history of the Virginia Central Railroad properly begins. The length of line now in operation was 70.07 miles, extending from the Junction to Charlottesville; and extensions were in progress at both ends, towards the Blue Ridge on the west, and towards Richmond on the east. In the course of this year (1850) that part of the line between Waynesboro' and Staunton was also put under contract.

On the 1st January, 1851, the Richmond Extension of the road was completed at a cost of \$251,406. From the first opening of the Louisa road, in December, 1837, to the 1st July, 1847, it had been operated, under contract, by the Richmond, Fredericksburg and Potomac Company, at first for half the gross receipts from freight and mails and one-third the gross passenger receipts, and for the last three and half years of the period

for two-fifths of the total gross receipts, the Louisa Company keeping the road in repair. From the 1st July, 1847, the company conducted its own transportation, paying tolls to the Richmond, Fredericksburg and Potomac Company for the use of its road into Richmond.

In the latter part of 1851, arrangements were made for extending the road from Staunton west to Covington. About the same time it was resolved to re-lay the road between the Junction and Gordonsville with heavy iron. This work of reconstruction was continued through 1852 and completed in the following year. Part of the cost was met by an issue of coupon bonds. The road from the Junction to Richmond, and from Gordonsville to Charlottesville, has also been re-laid with heavy rail.

The Western Extension of the road was opened from Charlottesville to Woodville, between 7 and 8 miles, on the 15th March, 1852, and to Mechum's River, 107 miles from Richmond, on the 6th December of the same year. Between this point and Waynesboro' the Blue Ridge Railroad, 16.81 miles long, intervenes. The work west of the mountains was in rapid progress, and the section of the road between Waynesboro' and Staunton, about 12 miles, was completed by the 1st July, 1853. The Blue Ridge Railroad was also completed, except the tunnel works. The slow progress at the latter induced the company to construct a temporary track over a depression of the ridge, called the Rock Fish Gap. This was completed on the 1st April, 1854; and thus a continuous line of railroad from Richmond to Staunton, 138 miles in length, was opened for traffic.

At the annual meeting in July, 1853, it was proposed to construct a direct line from Richmond to Charlottesville, and a charter for such road was granted on application to the legislature, on the 19th January, 1854. This line will have a length of about 70 miles, and save a distance, in comparison with the present route, of 27 miles. Nothing has yet been done towards its construction further than a preliminary survey having been made.

In April, 1855, the road was extended from Staunton to Goshen, 32.50 miles, and in July, 1856, to Millboro', 39.25 miles. At this period the whole remainder of the line to Covington was under contract and in rapid progress. The company, however, had been disappointed in receiving that aid from the legislature that had been expected, and in consequence was obliged to suspend further operations on the 10 miles next to Covington, and confine its labors to that section between Millboro' and Jackson's River, embracing the heaviest work on the whole line. This was completed and opened for traffic on the 10th July, 1857, the high grades immediately west of Millboro' being overcome by a temporary track similar to that at the Blue Ridge.

The Blue Ridge Tunnel was completed and brought into use on the 13th April, 1858, and the temporary track through Rock Fish Gap abandoned. This mountain track had grades varying from 238 to 295 feet to the mile, and frequent curves of 300 feet. The temporary track west of Millboro' has grades of 308 feet, with similarly abrupt curves. This also will be abandoned on the completion of the tunnel at that point.

Nothing has been done on the suspended work beyond Jackson's River since the 6th April, 1856.

The company has decided not to resume operations until there is a prospect of having a portion of the Covington and Ohio Railroad (now being constructed by the State) opened for use.

On the delivery of the Blue Ridge Railroad and Tunnel, the works were found to be in an unfinished condition, and required essential improvements. By agreement with the Board of Public Works the company has undertaken their completion, the State binding itself to repay the necessary outlay from the tolls collected. In pursuance of this arrangement the tunnel and road are now being perfected.

In 1859, the Orange and Alexandria Company concluded a contract with this company for the use of its road between Gordonsville and Charlottesville. This forms a connection between the two divisions of the Orange and Alexandria Railroad, and obviates the necessity of constructing an independent road parallel to the existing line. The compensation for the use of the road is 62 per cent. of the earnings from freight and passengers passing over the connecting line, charged according to the current rates.

Exclusive of about four miles next to Covington, the length of the Virginia Central Railroad is 184.87 miles. In this distance the sum of ascents westward is 3,803 feet, and eastward 3,848 feet, making a total of 7,251 feet, or 35.9 feet to the mile. The maximum grade going west is 83 feet far 1.5 mile, and going east 72 feet per mile for 14.08 miles. The alignment shows 107.76 miles straight and 77.11 miles curved—the total curvature being 10,651.73 degrees, averaging per mile on the curved part 1,381.37, and on the whole road 500.76 degrees. Maximum radius 19,100 feet, and minimum radius 716 feet for 0.22 mile. The structures on the line are—bridges 83, viz: wood 27 (spans 42, length 3,020 feet) stone or brick 3 (spans 8, length 166 feet), and iron 3; culverts 591, viz: box 472 and arched 119; buildings 171, viz: passenger houses 10, freight depots 28, repair shops 6, water stations 28, engine houses 8, wood sheds 17, dwellings 35, turn-tables 12, houses for section hands 25, cor houses 2. Rails, length 20 to 22 feet, weighing from 50 to 57 and 60 pounds, all T, except on 19 miles, which are laid with U pattern. On the sidings the rails is of mixed shapes and various sizes. Cross-ties 2,400 to mile, and of cypress, white oak, pine and chestnut, 6 by 8 inches, and 8 feet long; gauge of track 4 feet 8½ inches; chairs of wrought iron, weighing 7 lbs., 528 to mile. Crossings 250, viz: farm 230, road 4, street 8, and railroad 1; cattle guards 363; switches 118.

SHARE CAPITAL.

Authorized, \$3,400,000, in 34,000 \$100 shares.
Paid in, \$3,182,445, on 31,537 "
By the State—Sub. \$1,878,493; paid in, \$1,878,493
By others— " \$1,275,200; " \$1,253,952

FUNDED DEBT—\$1,485,346: classified as follows—
1st Mortgage, 6 per cent. coupon bonds...\$100,000
—issued in February, 1850, and payable, principal: \$70,000 in April and \$30,000 in July, 1880, and coupons semi-annually, 1st January and 1st July, in the city of Richmond. These bonds are guaranteed by the State.

2d Mortgage, 5 per cent. coupon bonds...\$206,000
—issued in October, 1852, and payable, principal

in January, 1872, and coupons semi-annually, 1st January and 1st July, in Richmond and New York.

3d Mortgage, 6 per cent. coupon bonds...\$941,000
—issued in April, 1854, and payable, principal in July, 1884, and interest semi-annually, 1st January and 1st July, in Richmond and New York.
Dividend, 6 per cent. bonds...\$74,964
—issued 1st October, 1851, and payable, principal 1st October, 1866, and interest semi-annually, 1st April and 1st October, in the city of Richmond.

Dividend, 6 per cent. bonds...\$93,350
—issued 15th October, 1853, and payable, principal 15th October, 1875, and interest semi-annually, 15th May and 15th November, in the city of Richmond.

Dividend, 6 per cent. bonds...\$70,062
—issued 1st July, 1855, and payable, principal in 10 years, and interest semi-annually, 1st January and 1st July, in the city of Richmond.

SINKING FUND.—This fund, which is applicable for the cancellation of the whole funded debt, was commenced on the 1st July, 1858. \$20,000 is transferred from the net earnings annually, and placed to the credit of the fund. In 1864 an additional annual contribution of \$25,000 is to be made. On the 1st October, 1859, bonds to the amount of \$42,500 had been redeemed and cancelled, viz: \$500 of the mortgage bonds of 1851-72, and \$42,000 of the mortgage bonds of 1854-84. This fund, if uninterrupted in its operations, will pay the whole debt at maturity.

COST OF ROAD AND EQUIPMENT—\$5,362,910: in detail as follows—

Road and building east of Staunton...\$2,301,823
" " west of Staunton... 3,533,906
Rolling stock and machinery... 527,181

OPERATIONS IN TRANSPORTATION FOR THE YEAR 1858-59.

Miles run by passenger trains.....	172,792
" by freight trains.....	94,809
" by gravel and working trains..	6,055
" by material trains.....	10,443
" by wood trains.....	8,540
" by switching and extra trains..	11,554
" by passenger cars.....	658,010
" by freight cars.....	1,024,781
Passengers carried in cars.....	134,883
Passengers carried one mile.....	7,418,484
Tons of freight carried in cars.....	64,177
Tons of freight carried one mile.....	4,706,178

PASSENGER TRAFFIC FOR THE YEAR 1858-9.

	Westw'd.	Eastw'd.	Both w.
Through passengers..	1,850	1,568	3,418
Way passengers.....	66,355	65,110	131,465
Total	68,205	66,678	134,883
Pass'rs car'd one m'e.	3,728,692	3,689,792	7,418,484

FREIGHT TRAFFIC FOR THE YEAR 1858-9.

Classes.	Eastward		Westward	
	Tons.	Mileage.	Tons.	Mileage.
Prod. of the for't.	4,379	65,597	2,155	80,855
Prod. of mines..	2,185	205,985	1,102	123,609
Prod. of animals.	709	66,408	1,958	198,720
Vegetable food..	2,318	118,301	16,402	1,085,782
Oth'r agri. prod.	876	50,629	5,950	456,283
Manufactures...	3,142	310,606	854	51,386
Merchandise...	6,436	740,447	685	76,459
Other articles...	13,584	997,502	1,441	77,242
Total	33,629	2,555,836	30,548	2,160,336

Classes	Both Ways	
	Tons.	Mileage.
Products of the forest.....	6,534	146,812
Products of mines.....	3,287	329,594
Products of animals.....	2,667	265,129
Vegetable food.....	18,720	1,204,083
Other agricultural products...	6,826	506,912
Manufactures.....	3,996	361,992
Merchandise.....	7,121	99,228
Other articles.....	15,025	1,074,744
Total.....	64,177	4,706,178

PASSENGER AND FREIGHT TRAFFIC, 1853-59.

Year.	Miles run by engines.	Passengers carried		Total.
		West.	East.	
1853.....	185,997	24,973	25,980	50,953
1854.....	213,235	33,000	35,042	67,042
1855.....	258,102	44,216	43,126	87,342
1856.....	350,918	49,711	51,125	100,836
1857.....	381,121	48,379	60,259	98,638
1858.....	315,854	53,840	54,474	108,314
1859.....	304,193	68,205	66,678	134,883
7 years	2,009,420	322,324	325,684	648,008
Average	287,060	46,046	46,526	92,572

Year.	Tonnage carried		Total.
	West.	East.	
1853.....	14,491	17,907	32,398
1854.....	17,939	22,634	40,573
1855.....	19,762	21,656	41,388
1856.....	21,619	31,840	53,459
1857.....	24,818	32,165	56,983
1858.....	28,271	35,774	64,045
1859.....	33,629	30,548	64,177
7 years.....	160,499	192,524	353,023
Average	27,928	27,504	55,432

EARNINGS FROM INDICATED SOURCES, 1853-59.

	1853.	1854.	1855.	1856.
Passenger.....	\$85,385	\$111,630	\$156,578	\$220,285
Freight.....	122,344	160,261	205,280	255,046
U. S. mail..	9,666	11,190	17,142	27,508
Express.....	1,836	2,633	3,354	5,574
O. & A. R. R. ....	.....	.....	.....	.....
Total.....	\$209,222	\$286,714	\$379,354	\$508,413

	1857.	1858.	1859.
Passengers.....	\$242,680	\$266,110	\$306,212
Freight.....	262,232	291,144	311,980
U. S. mail.....	28,538	22,951	21,634
Express.....	5,580	5,627	7,041
O. and A. R. R. ....	.....	.....	4,394
Total.....	\$540,030	\$585,832	\$651,362

TRANSPORTATION ACCOUNT FOR THE YEAR ENDING 31ST SEPTEMBER, 1859.

Receipts—	
Passenger earnings.....	\$306,312
Freight.....	311,980
Express.....	7,041
U. S. mail.....	21,634
Orange and Alexandria Railroad Co....	4,394
Rent of real estate.....	1,043
Total.....	\$652,405

Disbursements—	
Transportation.....	\$110,317
Repairs of rolling stock.....	37,636
" of work shops, tools, etc.....	3,266
Maintenance of way, depots, etc.....	70,318
Salaries of officers, etc.....	12,064
Taxes, including mill tax on passengers.	8,534
Insurance.....	8,120
Damages and cost of suit.....	7,104
Negro killed, paid for.....	600
Profit and loss on locomotive sold.....	6,300
Cars built in shops.....	10,464
Receipts less expenses.....	382,697
Total.....	\$652,405

GENERAL ACCOUNT FOR THE YEAR ENDING 31ST
SEPTEMBER, 1859.

Receipts—	
Cash on hand 30th Sept. '58.....	\$19,897
Due on notes.....	27,452
Due on open accounts.....	74,949—\$121,888
Notes of State of Virginia.....	69,200
Subscriptions to capital stock.....	9,478
Two locomotives sold.....	15,801
Discount on coupon bonds purchased.....	8,625
Transportation.....	651,862
Rent of real estate.....	1,043
Miscellaneous.....	659
Cash dividends not applied for.....	12,871
Materials, work, etc., charged but not paid.....	22,491
Total.....	\$908,417
Disbursements—	
Due for materials, work, etc., 30th Sept., 1858.....	\$87,011
Construction, real estate and land damage.....	17,362
Blue Ridge RR.—per centage paid to State.....	7,613
Sinking fund.....	22,500
Dividend bonds.....	9,087
Bonds to contractors, etc.....	34,307
Dividends due prior to 1st Oct., 1858.....	143
Interest.....	\$104,446
Less dis. on div. bonds purch'd.....	1,682—102,704
Dividends declared within 1858-9.....	139,974
Transportation, etc., expenses.....	269,708
Blue Ridge RR.—use of.....	17,821
“ “ —work done.....	\$29,278
“ “ —less for use.....	17,821—11,457
Bonds of State belonging to Co.....	\$61,300
Bills receivable.....	19,263
Due from agents.....	90,522—171,085
Cash on hand 30th September, 1859.....	18,149
Total.....	\$908,417

GENERAL BALANCE SHEET, 1st OCTOBER, 1859.

Dr.	
Road and equipment.....	\$5,362,910
Real estate.....	25,197
Blue Ridge RR. and Tunnel:	
—Per centage to State for use of.....	31,667
—For use under contract with B. of P. W. for finishing thereof by V. C. RR. Co.....	21,007
—For work done under said contr't.....	20,235
Survey between Richmond and Charlottesville.....	1,922
Negro injured on road and purchased.....	1,200
180 shares taken at \$50 per share.....	9,000
46 shares in telegraph line.....	4,600
Interest paid since commencement.....	565,487
Dividends.....	505,856
Transportation and current expenses.....	2,078,695
State bonds belonging to company.....	61,300
Bills receivable.....	19,263
Open accounts.....	90,522
Total.....	\$8,816,522
Cr.	
Share capital, paid in by State.....	\$1,878,493
“ “ paid in by others.....	1,253,952
Mortgage bonds.....	1,247,000
Dividend bonds.....	238,846
Bonds for temporary loans, not sec'd by mortg., & now due.....	\$95,664
Bonds issued for loans and payable in 1, 2, 3 and 4 years.....	135,664
Bonds issued to contractors, payable '60.....	30,532
Bonds issued to contractors (west of Blue Ridge).....	2,187
Interest on dividend bonds due State.....	29,095
Cash dividends not applied for.....	12,871
Transp. receipts from commencement.....	8,960,199
Rents of real estate from ditto.....	5,032
Miscellaneous.....	659
Debts due for materials, work, etc., and charged but not paid for.....	22,491
Total.....	\$8,816,522

COST OF ROAD, MILEAGE, EARNINGS, EXPENSES, ETC., YEARLY.

Year.	Cost of road, etc.	Road open.	Pass'ger.	Freight.	Other.	Total.	Operating expenses, less exp.	Earnings.	Dividend.
		m.	\$	\$	\$	\$			p.c.
1837-46	8,456,612	402,84	97,427	92,117	13,604	208,048	120,446	82,602	18 1/2
1847....	409,730	49 16	20,655	22,679	4,400	47,652	26,042	21,610	11 1/2
1848....	407,869	49 16	24,464	27,694	7,329	59,487	31,094	28,393	9,612
1849....	704,955	62,84	33,492	35,321	8,918	77,781	42,186	35,593	2
1850....	943,984	70,07	49,043	82,564	9,472	91,079	51,169	39,920	8,207
1851....	1,289,762	97,67	65,760	70,688	7,368	133,801	78,816	54,984	10 1/2
1852....	1,647,680	97,67	70,110	97,741	8,635	176,486	101,584	74,902	10 1/2
1853....	2,381,216	107,19	86,386	112,844	11,628	209,857	110,974	98,883	10 1/2
1854....	3,623,663	138,13	112,630	160,261	18,839	286,730	171,376	115,354	10
1856....	4,204,488	170,23	166,678	202,280	30,038	379,866	206,974	172,892	8
1856....	4,705,297	177,18	220,285	255,046	33,038	508,414	258,577	249,837	11 1/2
1857....	5,275,414	177,18	242,680	268,232	34,168	540,080	319,732	220,348	11 1/2
1858....	5,388,056	195,00	266,110	291,144	28,578	586,832	330,056	256,776	"
1859....	5,388,107	195,00	306,312	311,980	32,844	661,136	269,708	391,428	"
22 yrs.-39,706,343		1,987.32	1,750,681	1,975,004	234,364	3,960,199	2,078,696	1,881,504	506,357
Aver....	1,804,783	90.33	79,583	89,773	10,653	180,009	94,486	85,523	22,971

498 98; which would make an aggregate of property amounting to \$109,440,037, and give a tax of \$1,106,498.

POPULATION, TAXATION AND REVENUE AND THE RATIO OF INCREASE OF EACH.

	Population.	Value of Property.	Revenue.	Per cent. increase of population.	Per cent. increase of property.	Do. of property.
1810.	1,400	\$134,516	.....	.....	.....	.....
1820.	4,928	1,024,440	\$4,165	252	662	...
1830.	5,852	1,830,616	14,212	19	78	243
1840.	16,469	8,573,662	119,174	181	368	734
1850.	74,489	29,676,649	433,086	352	246	264
1860.	162,179	102,408,230	1,553,356	115	245	235

From the above statement it will be seen that the city of St. Louis, by a careful and reliable census just completed, has a population of 162,179, which establishes the fact that this is the "Empress" city of the great central valley of the American Republic, to which she justly holds the keys of trade. The statement also shows that St. Louis has regularly and rapidly increased in all the constituent elements of a permanent prosperity, from the time she became a city until now, and judging from the past there can be no doubt of her future. St. Louis has heretofore relied mainly upon commerce for her acquisitions; but now that she is to become a manufacturing city by virtue of her geographical position, and possessing more natural advantages for manufacturing than any other city of the Union, may we not anticipate, with confidence, a population of 400,000 in 1870, with a valuation of property of \$300,000,000.

Railroad Route from Lexington to Knoxville.

A correspondent in Kentucky furnishes us with the following data in relation to a railroad from Lexington to Knoxville. The route advocated is as follows. Leaving Lexington the Kentucky River is crossed direct towards Richmond in Madison county, passing about one mile west of Richmond, at the glade near the head of Silver Creek. Thus far, about 30 miles, our correspondent states, will be encountered the heaviest grading upon the whole route; the country, however, he describes as among the oldest settlements, and, part of it, the wealthiest in the State.

Up Silver Creek, and thence down Round Stone Creek, is describe as an almost level plain 25 to 30 miles, requiring but one cut of over 15 feet. Then crossing Big Rockcastle River, the route lies up the Little Rockcastle to its head. Our informant understands that the face of the country is favorable for a railroad to the Tennessee line.

By reference to the map of Kentucky we find this route to follow the Charleston Air Line from Lexington to Richmond, thence diverging a few degrees to the westward, through the level country along Silver and Round Stone creeks, as described by our correspondent, intersecting the Danville and Knoxville line near Mount Vernon, in Rockcastle county; thence to Knoxville. We have heretofore described in speaking of that route.

The mountains lying to the east of the line are described as abounding in mineral wealth, containing coal veins of from three to 15 feet in thickness, well watered and timbered, and affording inexhaustible supplies of salt and iron ore. The cultivated lands produce large crops of corn, wheat and potatoes, and finer fruit than is grown west of New Jersey.

Our correspondent thinks the local business alone would make a paying investment equal to any in the Union, if the road were built through the country he describes. He informs us that Madison county has already voted a stock subscription of \$300,000, which it is able to pay without selling bonds. He thinks the other counties through which the road would pass, viz: Fayette,

Rockcastle, Laurell, Knox and Whitely, would vote largely to assist in the work, if the Company were at once organized and under the lead of an energetic President, and the importance of the enterprise properly laid before the people of those counties. Garrard county, he also thinks would assist, to some extent, as the road would pass for some distance near the line bordering upon Madison.

We are also informed, from the same source, that a survey of this route, made by Messrs. McKAY and FREMONT, is now presumed to be in Charleston, South Carolina. Mr. McKAY is now dead; his coadjutor is Col. J. C. FREMONT, now of California.

We have given the above data, as presented by our informant, with the view of placing it on record, with that already presented in our columns, in relation to the other proposed routes for a Southern railroad. The committee now having the matter in charge, will doubtless at as early a day as may be practicable, present the whole subject in proper form before our community, with reliable information derived from a minute inspection of the various routes and plans for the prosecution of this most important work.—*Cincinnati Commercial*.

Nashville and North-Western Railroad.

The Nashville Union of the 14th inst. gives the following account of the progress of the Western division of this road to Nesham's, in the Harpeth Valley. When completed it will connect Hickman on the Mississippi, with Nashville.

The road has now been completed, and the cars are making regular trips seventeen miles out from Nashville. It is one of the best and smoothest roads upon which we ever traveled, the work having been done in the most substantial manner. It will compare in this respect with the best roads in the country. The work of track-laying is being pushed forward by M. F. Manning, Esq., the contractor, with all possible speed, and the remaining eight miles ready to receive the iron will be put in running order in the course of two or three weeks.

From the Tennessee river the work of grading is progressing rapidly in this direction, and in a few days eighteen miles will be ready to receive the iron, and track-laying will soon be commenced at the Tennessee river. It is the intention of the Company to have the work of track-laying progressing from both ends, until the whole section between Nashville and the Tennessee river (seventy-eight miles) is completed.

On the western end the cars are running to some point near Huntingdon, and will reach that place in a few days. From Huntingdon to the Tennessee river the work of grading is being pushed forward with as much dispatch as indomitable energy can bring to bear. The directors confidently expect to have the whole road graded and ironed by the 1st of November, 1861. The only break then will be the Tennessee river bridge, and that they expect to have completed by the 1st of January, 1862.

When the road is fully completed, it will be stocked with new engines and passenger cars of the latest and most approved style, looking to speed and safety.

The Shelbyville Railroad.

Notwithstanding the city of Louisville recently consented to loan this road \$120,000 towards its completion, the Directory on Friday last, at their meeting in Shelby, resolved not to put the road under contract until \$25,000 additional should be raised. The president reported that \$225,000 had been received by subscription and negotiation, which added to the unexpended old subscription of \$40,000, makes a total of 295,000. The Surveyor reports that the completion of the road will, with the rolling stock, cost the latter sum, and in this estimate nothing is allowed for depot grounds and buildings, water stations, engineering expenses and pay of officers. The Directory do not therefore, propose to go on with the work until \$25,000 additional be raised, and

a call will immediately be made upon the stockholders and friends of the road to come forward and subscribe the necessary amount.—*Cincinnati Enquirer*, Oct. 19.

Southern Railroad Extension.

We take pleasure in heralding the onward progress of the Southern Railroad. On Monday, the 1st of October, the road was regularly opened for transportation of passengers and freight between Vicksburg and Newton. The fiery steam-horse will inaugurate a new era for east Mississippi. Many thousands of acres of fertile land in that section that have heretofore been worthless because they were inaccessible, will now be speedily brought into profitable cultivation.—*Vicksburg Whig*.

Glassboro' and Millville Railroad.

This railroad extends from Glassboro' to Millville, two flourishing villages in Southern New Jersey, a distance of 22.3 miles. It forms a section of the West Jersey Railroad, which, when completed, will extend from Camden opposite Philadelphia to Cape May and have a total length of 77 miles. From Glassboro' to Camden is 18 miles of which one half the length is completed and in operation, namely from Camden to Woodbury, and the other half in rapid progress. The 27 miles extending from Millville to Cape May are not yet commenced. The Glassboro' and Millville line has been constructed at a cost of \$161,353. This is a remarkably cheap work, having been build on the cash principle, and it is the highest praise we can profer to the Engineer in charge, that he has sought to economize his expenditures rather than blunder himself into costly magnificence. The road, indeed, is all that is needed for the exigencies of the country, and since it is known that railroads in level districts may be constructed almost as cheaply as turnpikes, we hope to see a few more opened for the convenience of the many flourishing neighborhoods, which are yet dependent on the ordinary means of communication for a market. The final account of the cost of the road as made up by Geo. B. Roberts, Esq., the company's engineer to the 1st October, 1860, is as follows:

Graduation and masonry.....	\$29,376 81
Superstructure.....	115,755 61
Depots, fuel, sheds, etc.....	2,144 62
Right of way paid, about.....	4,500 00
Engineering.....	6,576 85

Total amount paid to date.....	\$158,853 39
Add for balance of right of way (not paid).....	\$2,000
Add for depots not finished....	1,000 —3,000 00

Total cost of road exclusive of equip't.	\$161,353 39
Equipment account to date..	\$12,512 70
Amount to complete equip't.	11,285 00

Total cost of equipment (paid & estim'd).	23,797 70
Add for sundry expen. at Mill.	\$1,848 91
Less earn's of r'd to date, abo't.	1,000 00— 848 91

Total cost of entire improvement... \$186,000
"It is seldom," says Mr. Roberts, "that a road is completed for less than the engineer's estimate especially when that estimate is a low one. It is therefore as much a matter of satisfaction to myself, as it must be to all who have had to furnish the means to construct the road, to find that in no single item has the original estimate been exceeded; and I venture to say that there is not to be found in this country as many miles of as well constructed railroad as your company have for the

same cost to wit: 22.3 miles of main line and 0.75 mile of siding, in all 23.05 miles, costing \$161,353 or about \$7,000 per mile including all expenditures." The ultimate expenditures for equipment will not exceed \$25,000.

New York and Harlem Railroad.

We publish the following communication from the President of the Harlem Railroad Company in reference to its present condition.

NEW YORK AND HARLEM R. R. Co., }
PRESIDENT'S OFFICE, NEW YORK, Oct. 23, 1860. }

Some remarks having been made, in the financial columns of an evening paper, in disparagement of the Albany Express trains just placed upon the Harlem Railroad, I deem it proper to make a brief statement on the subject.

When the present Board of Directors took charge of the Harlem Company, more than three years ago, they found it very much embarrassed, and the road and rolling stock quite out of repair. After funding the floating debt, which had borne most oppressively upon the company, all efforts were directed to the improvement of the road and equipment, and this has been kept steadily in view for the past three years. It has necessarily been a work of time, as the means have been appropriated from the earnings of the road, in order that no new debt should be created. Extensive repairs and renewals have been made, especially within the past year, during which time a large amount of new iron, ties, and ballasting, have been placed in the track, and the cars rebuilt and refurnished. It gives me pleasure to say that the bridges, track, and cars, are now in most excellent condition, that they will compare favorably with the best roads of the country.

The Harlem is the oldest route between New York and Albany, and it has never been the policy of the company to relinquish their share of the great through travel to and from the West. The arrangement made with the Hudson River Company some years since has proved disadvantageous, by withdrawing the line from public notice, and it will take a short time to re-establish it. We shall now operate under more favorable auspices than formerly, having connections with the N. Y. Central and all western lines, by which passengers are ticketed and baggage checked through—a thing which has never before been done since the Harlem Railroad was opened.

With many advantages to commend it, there is no reason why a road like the Harlem should not command its full proportion of the business. It is comparatively free from curves; the grades are no higher than those of the New York Central; there are very few bridges; the road bed is firm, and free from dust, yet not too rigid; and there is very little noise, which is so painful to many persons. The road is favorably located along the very centre of New York Island while north of Harlem River it passes through one of the most charming and picturesque portions of the State. The public appreciate these advantages, and when the line shall become well known and permanently established, I have no doubt that it will command and retain at least one-half the travel.

It has been intimated that this is the commencement of a war upon a vital route. Nothing of the kind is intended, as we have clearly proved by advancing instead of reducing our rates. Our effort to make the fullest possible use of the road, and to earn some money for the stockholders, cannot surely be construed into a warfare or unjust competition.

As to the success of the new trains, it would be premature to express an opinion two or three days after their commencement, as has been done in the comments above alluded to. I am well aware that the current of travel cannot be immediately changed, and I had no expectation that it would be very considerable for the first few days, or even weeks; but I feel perfectly satisfied that when the route becomes more generally known the travel will increase, and continue

to do so until our full and equal share shall have been reached.

The express trains have now been running just one week, and the number of passengers is every day increasing. They have not been commenced without due consideration, and the true interest of the Company will be consulted by continuing them for the future as a permanent and fixed arrangement.

I take this occasion to add that the condition of the Harlem Company is steadily improving, and that there is a strong promise of prosperity in the future.

ALLAN CAMPBELL, President.

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending October 22, 1860.

BONDS.		Per cent.
Little Miami, 1st Mort.	68	86
Covington and Lexington, 1st Mortgage	68	78
" " " 1st "	78	85
" " " 2d "	78	78
Indianapolis and Cincinnati, 1st Mortgage	78	85
" " " 2d "	78	84
" " " 3d "	78	70
Cinc., Ham. and Dayton, 1st Mortgage	78	100
" " " 2d "	78	86
Ohio & Miss., Construction	78	18
Dayton and Michigan, Endorsed Mort.	78	75
STOCKS.		
Cincinnati, Hamilton & Dayton	78	
Little Miami	88	
Columbus and Xenia	88	
Indianapolis & Cincinnati	60	
Ohio and Miss.	18	
" " " Trustees Scrip	15	

Railroad Earnings.

The following are the earnings of the Great Western Railway of Canada for the week ending October 12, 1860:

Passengers	\$26,109 45
Freight and live stock	28,594 59
Mails and sundries	1,376 05

Total	\$56,080 09
Corresponding week of last year	48,827 98

Increase.....\$7,252 11

Statement of the earnings and expenses of the Watertown and Rome Railroad for the month of September in 1859 and 1860:

EARNINGS.		1859.	1860.
From Passengers	\$15,867 42	\$14,583 70	
" Freight	13,414 98	19,684 53	
" Mails, etc.	932 58	1,917 23	
Total	\$35,214 98	\$36,185 46	

EXPENSES.		1859.	1860.
Maintaining road	\$9,434 66	\$2,729 94	
Repairs of machinery	1,538 50	1,456 78	
Operating road	8,219 14	6,182 24	
Overcharges refunded	3 99	40 39	
Total	\$19,196 29	\$10,409 35	
Net	16,018 69	25,776 11	

The following statement shows the business of the Reading Railroad during the month of September, 1860, compared with the same month of 1859:

	1860.	1859.
Received from coal	\$248,487 06	\$189,729 20
Do. merchandise	51,607 06	38,467 06
Do. travel, etc.	39,817 14	36,425 71
Total	\$339,911 23	\$264,621 97

Transportation, road-way, dumpage, renewal Fund, and all charges	139,758 32	134,167 93
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Net profit for the m'th.	\$200,152 91	\$130,454 04
Do. for previous 9 mos.	1,069,628 91	850,568 15

Total net profit for 10 months	\$1,269,781 10	\$981,022 19
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The August report of the Receiver of the Central Ohio Railroad is as follows:

RECEIPTS.		1859.	1860.
Passengers	\$22,880 61	\$23,473 18	
Freight	32,744 81	35,874 07	
Express	717 29	1,297 04	
Mail	2,378 70	2,378 70	

Total	\$58,281 41	\$63,022 99	
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EXPENSES.		1859.	1860.
Transportation Department	\$14,476 75	\$8,750 60	
Machinery Department	11,825 20	9,494 45	
Road	10,636 55	10,954 38	
General expenses	2,824 37	1,445 92	
Construction	2,341 75	2,309 54	
Fuel		5,793 24	

Total	\$42,104 62	\$38,748 13	
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The increase in the receipts over August, 1859, is \$4,791 58, and the decrease in the total expenses \$3,856 49.

The earnings of the Central Railroad Company of New Jersey, for Sept., 1860, were, \$107,043 97 For the same month last year..... 89,846 28

Increase, 19 per cent.....\$17,197 69

The receipts of the Grand Trunk Railway of Canada for the week ending October 18th, 1860, was.....\$80,914 75 Corresponding week last year..... 60,032 46

Increase.....\$20,882 29

Total traffic from July 1, 1860, to date.....\$964,063 89

Corresponding period, 1859..... 713,870 60

Increase.....\$250,193 39

Memphis and Louisville Railroad.

The grading on the Memphis, Clarksville and Louisville railroad, is now so nearly completed that they are receiving the iron rails, chairs, and spikes to commence the track-laying immediately at Paris, in the direction of Clarksville, from which place the connection is made complete to Louisville. Between Paris and Clarksville, the same road is now in running order, only a gap of about twenty-eight miles to be completed in the whole route. The road will be completed this winter, from Memphis to Louisville, and will be the best paying route in the Union.—*Paris Sentinel*.

Mississippi and Missouri River Railroad.

This road is being rapidly pushed forward. The main stem is now finished and in running order to Marengo, ninety miles west of Davenport, and the south-west branch to Washington, fifty-five miles west of the Mississippi, giving the company one hundred and forty-five miles already completed. Twenty miles additional of the main stem will be completed the present year. Next year the Washington branch will probably be pushed forward to Oskaloosa. The company have a land grant of between five and six hundred thousand acres.—*Cincinnati Enquirer*.

Wisconsin Farm Mortgages

Mr. C. T. Cromwell, of New York, now here on his way from the interior of Wisconsin, has settled some \$12,000 farm mortgages on the Milwaukee and Mississippi road, on a deduction of from five to ten per cent. from principal and compound interest.—*Chicago Press and Tribune*.

Wisconsin Bonds.

The Supreme Court of Wisconsin has decided that the "city of Madison, before the publication of its charter, issued certain bonds, and subsequently levied and collected a tax to pay the interest on such bonds, and paid it to the holders of the bonds: held, that this was such a ratification of the bonds as would bind the city, provided it would have been bound if the charter had been in force at the time the bonds were issued."

Annual Returns of the Railroad Companies of Virginia.

Corporate Titles of Companies.	Capital Account.			Cost of Road and Equip't.	Miles of Road Open.	Gross Earnings.			Current Earnings			Dividend.
	Share Capital.	Funded Debt.	Other Liabilities.			Passenger Earnings.	Freight Earnings.	Other Earnings.	Revenues.	Expenses less Repairs.	Net.	
	\$	\$	\$	\$	M.	\$	\$	\$	\$	\$	\$	p. ct.
1832.												
Chesterfield	150,000	.....	.....	150,000	12.00	.....	22,389	1,012	23,401	15,829	7,572	4,500
Petersburg	281,110	.....	9,365	290,465	.....	.....	.....	.....	.....	.....	.....	.....
Total	431,110	.....	9,365	430,390	12.00	.....	22,389	1,012	23,401	15,829	7,572	4,500
1833.												
Chesterfield	150,000	.....	.....	150,000	12.00	.....	49,112	991	50,083	32,871	17,212	9,000
Petersburg	386,000	86,000	7,889	477,889	41.00	14,987	19,476	3,112	37,674	13,050	24,624	.....
Total	536,000	86,000	7,889	627,889	53.00	14,987	68,587	4,083	87,657	45,921	41,736	9,000
1834.												
Chesterfield	150,000	.....	.....	150,000	12.00	.....	67,470	1,901	69,371	45,581	23,790	24,000
Petersburg	400,000	100,000	64,965	564,965	62.00	26,913	40,507	6,391	72,811	34,457	38,354	40,000
Portsmouth and Roanoke (3 mos.)	247,100	.....	247,100	217,906	16.87	2,433	132	.....	2,565	.....	2,565	.....
Winchester and Potomac	159,394	.....	27,373	186,767	.....	.....	.....	.....	.....	.....	.....	.....
Total	966,494	100,000	92,328	1,148,822	90.87	29,346	108,109	7,292	144,747	80,038	64,709	64,000
1835.												
Chesterfield	150,000	.....	.....	150,000	12.00	.....	75,434	1,764	77,198	46,030	31,168	30,000
Petersburg (18 months)	602,500	3,000	81,208	683,708	62.00	38,701	78,116	7,914	124,730	68,669	61,061	60,125
Portsmouth and Roanoke	475,000	.....	475,000	465,464	41.01	10,250	2,810	.....	13,060	4,239	8,821	.....
Winchester and Potomac	286,789	.....	139,107	425,896	.....	.....	.....	.....	.....	.....	.....	.....
Richmond, Fredericksb. & Potomac	211,440	40,000	60,000	327,299	.....	.....	.....	.....	.....	.....	.....	.....
Total	1,725,729	43,000	230,310	1,971,761	115.01	48,961	166,359	9,678	214,988	113,938	101,050	80,125
1836.												
Chesterfield	150,000	.....	.....	150,000	12.00	.....	83,409	1,627	85,036	46,454	38,512	37,500
Petersburg	605,500	.....	75,846	681,346	62.00	83,177	59,480	15,685	108,342	46,381	63,011	60,550
Portsmouth and Roanoke	651,968	52,000	603,968	652,348	57.21	19,293	13,425	8,112	35,830	11,765	24,065	.....
Winchester and Potomac	300,000	.....	189,607	489,607	32.00	9,096	17,561	390	27,047	19,147	7,900	.....
Richmond, Fredericksb. & Potomac	665,000	87,000	45,253	795,253	46.50	84,020	6,302	8,334	43,656	25,198	18,458	17,500
Total	2,272,468	139,000	310,706	2,722,174	208.71	95,586	180,177	24,148	299,911	147,965	151,946	115,550
1837.												
Chesterfield	150,000	.....	.....	150,000	12.00	.....	67,222	2,007	69,229	41,129	28,100	30,000
Petersburg	605,500	.....	156,973	762,473	62.00	27,162	68,095	8,682	103,939	80,736	23,203	.....
Portsmouth and Roanoke	600,000	52,000	80,996	722,975	78.50	28,719	14,715	6,640	60,074	28,708	21,366	.....
Winchester and Potomac	300,000	.....	192,840	492,840	32.00	13,930	26,072	1,453	41,465	27,163	14,302	.....
Richmond, Fredericksb. & Potomac	730,000	101,000	143,452	974,452	60.00	58,944	15,988	10,406	85,248	49,700	35,548	29,200
City Point	51,737	.....	51,737	48,661	.....	.....	.....	.....	.....	.....	.....	.....
Louisa	125,637	.....	43,370	129,115	.....	.....	.....	.....	.....	.....	.....	.....
Total	2,562,924	153,000	567,631	3,283,555	251.50	128,755	192,002	29,188	349,945	236,931	113,014	59,200
1838.												
Chesterfield	150,000	.....	.....	150,000	12.00	.....	51,083	2,420	53,503	35,706	17,803	21,000
Petersburg	605,500	.....	111,297	716,797	72.50	38,692	68,411	14,337	121,440	92,744	28,696	45,412
Portsmouth and Roanoke	600,000	150,000	90,000	840,000	68.00	28,832	15,744	6,340	51,216	28,734	22,508	.....
Winchester and Potomac	300,000	55,000	138,400	438,400	32.00	13,406	33,541	1,636	48,583	30,567	18,016	.....
Richmond, Fredericksb. & Potomac	730,000	300,000	17,395	1,047,395	10.00	86,632	34,679	12,388	133,699	75,474	58,225	47,450
City Point	108,161	.....	37,972	146,133	60.00	1,227	195	77	1,499	892	607	.....
Louisa	254,002	.....	30,900	284,902	23.33	3,929	2,087	465	6,481	4,723	1,758	.....
Greensville and Roanoke	200,000	80,693	37,746	268,439	18.00	15,277	4,580	.....	19,867	18,403	1,464	.....
Richmond and Petersburg	491,538	199,721	87,827	726,141	22.15	41,713	7,383	5,863	54,959	30,504	24,455	.....
Total	3,439,256	820,014	498,637	4,757,807	317.98	229,708	217,719	43,826	491,253	317,776	173,477	113,862

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotive with trains.	Earnings.		Price of shares.			
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.	Dividends.				
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	p. c.				
ALABAMA.																								
30 Jun. '60	65.0			50.6			Alabama and Florida	1,451,336	*		877,953	503,500	105,255	1,515,704	54.0		101,102	37,896						
28 Feb. '59	30.3			58.1	2	2	19	Alabama and Mississippi	461,505	30,991		335,010	109,509	21,632	518,965	30.3		55,791	31,852					
31 May '60	109.6			57.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,232					
30 Jun. '59	57.0			171.3				Mobile and Girard	1,500,000	*						57.0	236,791	76,778	21,006					
1 Apr. '60				67.2				Mobile and Great Northern	84,230			36,646	79,664		116,310									
31 Dec. '59	349.9	18.5		168.5	25	18	361	Mobile and Ohio	7,853,407	882,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610					
29 Feb. '60	86.5	28.4			28	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9		505,156	260,269	6				
6 Dec. '59				200.5				North East and South West	600,000	*		650,000			1,030,957									
ARKANSAS.																								
30 Nov. '55	38.5			301.4				Cairo and Fulton		*														
30 Dec. '59	22.5			107.5				Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949									
CALIFORNIA.																								
30 Dec. '59	22.5							Sacramento Valley	1,571,617	*		785,950	729,000		1,585,866			270,293	143,767					
CONNECTICUT.																								
1 Aug. '59	23.9		1.9		3	4	34	Danbury and Norwalk	335,842	50,873		279,100	85,000	4,600	408,597	23.9		73,826	27,992	6				
30 Sep. '59	122.4		10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511		1,936,739	1,810,500	319,444	4,322,922	122.4		333,500	152,777					
31 Aug. '59	61.4	10.6	64.5		18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4		844,772	602,579	10	140 1/2			
31 Dec. '59	74.0				11	11	240	Housatonic	2,439,775			2,000,000	232,000	96,730	2,564,623	120.0		239,860	55,227					
31 Dec. '59	57.0		2.3		7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0		241,330	127,505	3				
31 Dec. '59	61.0		3.0					N. Haven, N. London and Ston.	1,851,879			900,748	866,000	200,000		61.0		107,837	20,627					
31 Dec. '59	46.0	9.0	7.0					New Haven and Northampton	1,400,000			922,500	700,000			59.7		90,392	90,392	5				
31 Oct. '59	66.0		6.0		7	5	106	New London Northern	1,566,995	*		510,900	1,052,500	3,872	1,576,147	66.0		119,146						
31 Mar. '59	61.3	1.0	63.8		29	72	368	New York and New Haven	4,663,222	661,546		2,980,839	2,219,000		5,852,431	117.4	432,024	828,692	283,333	3				
30 Nov. '59	68.0		8.5		14	17	282	Norwich and Worcester	2,463,983	149,711		2,122,500	714,998	14,079	2,851,577	66.0		351,693	139,365	41				
DELAWARE.																								
31 Oct. '59	84.0		10.0					Delaware	1,547,825	*		361,478	931,500	112,029	1,547,825	84.0			75,672					
31 Oct. '59	16.2							Newcastle and Frenchtown	723,561			744,520		4,641	749,171	5.0		21,195		6				
FLORIDA.																								
30 Apr. '60	154.2		3.0	13.0	3	1	6	Florida																
30 Jun. '59	31.3		2.0	28.6	2	1	24	Florida and Alabama	532,791	30,586		191,485	195,000	75,894	619,112	32.0		7,857	3,535					
30 Jun. '59	26.5	3.9		227.0				Flo., Atlantic and Gulf Central	396,310	23,608		205,781	204,600	164,670	694,836	19.3		10,255	1,504					
GEORGIA.																								
30 Jun. '60	86.7				16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	126,000		1,597,385	86.7		418,036	265,827	8	125			
30 Sep. '59	30.0		133.5					Atlantic and Gulf—M. Trunk								30.0								
31 Dec. '57	53.0							Augusta and Savannah	1,032,200	*		733,700	298,500		1,032,200	53.0		125,427	69,679					
30 Apr. '59	43.5		23.7					Brunswick and Florida	755,000			151,887				31.0								
30 Nov. '59	191.0				54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267		5,977,106	229.0	790,030	1,633,947	839,604	10	100			
31 Mar. '59	171.0	61.0						Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000		7,368,666	232.0		1,154,621	544,363	8				
30 Nov. '59	102.5				18	16	171	Macon and Western	1,500,000	*		1,438,800	23,000		1,967,776	102.5	213,180	375,250	209,785	11	112			
31 July '59	50.0				7	2	107	Muscogee	774,244	162,534		669,950	249,000		1,026,568	50.0		202,714	110,516					
1 May '58	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	62,373		1,275,901	10,200		180,621	1,473,140	71.6							
31 July '60	106.1	100.8	16.2		18	22	201	South Western	3,770,425	*		2,921,900	396,500		19,913	3,822,913	228.8		388,853		13			
30 Sep. '59	138.0				62	24	705	Western and Atlantic	5,901,497	*		built and own'd by State.				138.0		832,343	454,541					
ILLINOIS.																								
30 Apr. '60	138.0		26.0		62	31	990	Chicago, Alton and St. Louis	10,000,000			3,500,000	4,500,000		10,000,000	220.0								
31 Dec. '58	45.0				6	14	101	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,080	8,701,823	210.0		1,233,708	453,141		88 1/2			
1 Apr. '60	194.0							Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,095	45.0	14 mo.	243,282	135,284					
30 Jun. '59	181.8				58	57	960	Chicago and Northwestern	9,344,863			2,000,000	7,369,031	75,829	9,244,863	194.0	10 mo.	384,656	139,822					
10 Nov. '58	32.2							Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000		7,473,049	228.4		1,093,994	309,567	31	68			
31 Dec. '58	121.0	138.5	73.6		60	63	1,369	Fox River Valley	580,000	*			580,000			84.0								
31 Dec. '58	171.0							Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	73			
31 Dec. '58	454.8	252.5			113	96	2,306	Great Western	5,022,926	*		1,000,000	3,088,426	334,500	5,022,926	175.0								
31 Dec. '58	454.8	252.5			113	96	2,306	Illinois Central	19,674,214	3,347,709		10,249,210	20,000,000	1,297,277	31,596,487	708.3		1,976,578	556,024		77 1/2			
INDIANA.																								
30 Apr. '60	138.0							Illinois River		*														
31 Dec. '58	148.0							Ohio and Mississippi	4,870,586	*		1,780,295	3,292,403			148.0								
30 Jun. '60	46.6							Peoria and Bureau Valley					600,000			oper by Chic.	—	—	—	—				
30 Jun. '60	186.0		129.0					Peoria and Hannibal								oper by Chic.	—	—	—	—				
31 Dec. '58	100.0							Peoria and Quakwa	5,400,000	*		1,569,882	2,200,000		2,000,000	100.0								
31 Dec. '58	100.0							Quincy and Chicago	1,978,555	*		800,000	1,200,000		2,000,000	oper by Chic.	—	—	—	—				
31 Dec. '58	168.5	30.8	12.2		31	30	424	Rock Island Bridge								oper by Chic.	—	—	—	—				
31 Dec. '58	168.5	30.8	12.2		31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487		3,026,903	5,035,615	741,040	8,865,252	208.3		823,767						
IOWA.																								
30 Apr. '60	108.0							Cincinnati and Chicago	2,080,433	*		1,196,679	1,006,125			108.0								
31 Dec. '59	86.0							Cincinnati, Peru and Chicago								86.0								
31 May '58	50.1							Evansville and Crawfordsville								50.1								
1 Jan. '58	109.0							Indianapolis and Cincinnati	2,233,413		2,750	986,061	1,219,100	47,772	2,282,745	109.0		249,867	119,432					
31 Dec. '58	89.8	20.2			19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,818	2,111,059	109.0		368,189	132,094	6	58			
31 Mar. '60	84.0				23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,639	1,689,900	1,072,284	48,673	3,468,108	110.0		448,558	230,834	9	42			
31 Aug. '57	78.9							Ind., Pittsburg and Cleveiland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0		236,397	80,109					
31 Aug. '57	78.9							Jeffersonville	1,839,576	*		1,014,252	681,000	99,400		108.0		222,737	74,328					
30 Nov. '59	64.0							Lafayette and Indianapolis	1,850,000	*		1,000,000	600,000		2,000,000	64.0								
30 Nov. '59	64.0							Madison and Indianapolis	2,984,516	*		1,847,700	1,336,816			135.0								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities.			Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of shares.		
						Passenger.	Freight, etc.					Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.				Gross.	Net.		Dividends.	
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.	P. c.		
MAINE.																						
30 Nov. '59	36.5				4	4	21	Androscooggin	757,331	*		151,833	444,638	160,910	757,381	36.5		40,155	24,676			
31 May, '59	55.0				9	10	128	Androscooggin and Kennebec	2,210,947		27,925	457,900	1,748,457	101,209	2,307,566	137.0		281,929	89,766			
30 Jun. '59	149.0		25.0		41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6		
30 Jun. '59	12.5		2.0		4	3	45	Bangor, Oldtown and Milford.	244,726	*		135,000		40,576	244,726	12.5		30,830	Loxa			
31 Aug. '59	63.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5		184,516	81,695			
31 Dec. '59				14.0				Penobscot	328,412			180,497	300,000	75,000								
31 May, '59	54.7				4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324			
31 May, '59	51.3				11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	141,664	208,299	104,029	6	100	
31 May, '59	37.0							Somerset and Kennebec	783,763	*		169,200	556,600					55,403	28,404			
31 May, '59	18.5				33.5			York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,000,000	18.5						
MARYLAND.																						
30 Sep. '59	279.6	7.2			235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,514	3,618,618	1,933,621	73		
30 Sep. '59	30.0				7	33	167	Washington Branch	1,650,000			1,650,000			1,824,800	39.0	187,427	442,219	268,540	6	100	
31 Dec. '59	138.0	4.0	14.5		41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,641	9,007,908	218.0		929,527	840,515		21	
MASSACHUSETTS.																						
30 Nov. '59	21.2		2.0		6	4	80	Berkshire	500,560	100,000		600,000			601,380	ope	rat. by	Housat.	42,000	7		
30 Nov. '59	20.8	1.8	43.6		21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000	440,000	5,385	2,671,887	28.6		352,512	531,477	208,798	3	107
31 May, '60	74.3	8.8	51.3		32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974		134,950	4,929,166	118.3		553,434	915,626	450,096	8	113
30 Nov. '59	47.0	7.0	22.3		22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220		3,663,138	54.0		316,522	654,673	337,648	7	110
30 Nov. '59	44.6	24.0	59.2		30	58	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7		511,046	1,067,071	311,528	7	110
30 Nov. '59	46.1	1.1	2.7		7	10	109	Cape Cod Branch	907,761	123,864		881,690	190,000	39,499	1,092,263	47.2		79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9		12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500		1,928,264	75.4		177,164	271,592	138,223	4	88
31 May, '60	44.1	30.5	24.4		56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500		5,028,581	120.7		699,152	343,915		88	
30 Nov. '59	19.9	1.3	3.6		29	28	655	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663			
30 Nov. '59	50.9	16.8	70.9		3	3	37	Fitchburg	3,190,851	350,149		3,540,000	100,000		3,869,729	67.7		341,503	659,485	267,450	6	106
30 Nov. '59	14.0	2.4			3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4		37,245	48,768	12,795	6	98
30 Nov. '59	24.9		2.0					Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	ope	r. by N.	H. & N. H.				
30 Nov. '59	12.4		2.3		2	8	27	Lowell and Lawrence	332,583	30,275		200,000	100,000		383,158	ope	r. by B.	and L. I.				
30 Nov. '59	14.6		17.1		12	12	324	Nashua and Lowell	558,920	95,833		600,000			698,563	30.0		153,374	229,205	68,510	6	
30 Nov. '59	20.2	1.0	1.0		7	16	146	New Bedford and Taunton	494,843	52,644		600,000		19,800	564,707	21.8		55,881	143,261	25,264	3	113
30 Nov. '59	26.9		2.3		5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,663	653,533	36.0		75,896	51,338	14,087	6	104
30 Nov. '59	8.6			23.4				N. York and Boston Air Line	673,302			223,176	675,000	2,853	901,029	8.4		20,888	22,531			
30 Nov. '59	79.5	7.8	25.6		27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,980,269	87.3		410,501	646,756	306,413	6	108
30 Nov. '59	18.6		0.7		1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.0		32,480	48,355	27,000	6	
30 Nov. '59	43.4	1.0	14.9		12	14	384	Providence and Worcester	1,509,977	254,566		1,510,200	300,000		1,810,200	44.4		216,327	341,336	136,386	6	104
30 Nov. '59	10.9		1.7		3	3	1	Salem and Lowell	368,987	82,543		243,305	226,900		470,521	ope	r. by B.	and L. I.				
30 Nov. '59	11.5		0.4		2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	613,112	11.5		26,026	58,784	15,463		97
30 Nov. '59	21.9		1.0					Stockbridge and Pittsfield	448,700			448,700			451,000	ope	r. by Ho	uston.				
30 Nov. '59	11.1	0.6	1.3		7	18	144	Taunton Branch				385,206	219,000	9,854	614,060	ope	r. by T.	and B.				
30 Nov. '59	61			36.5				Troy and Greenfield	478,048						616,865	77.0		107,478	240,798	106,317	8	118
30 Nov. '59	69.0	8.0	5.5		11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880		3,516,865	77.0		107,478	240,798	106,317	8	118
30 Nov. '59	156.1	17.3	106.8		72	47	149	Western (Incl. Alb. & W. S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0		1,020,054	1,767,098	830,148	6	115
30 Nov. '59	45.7		9.3		10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,408,409	45.7		179,490	216,444	94,244	4	60
MICHIGAN.																						
1 Jun. '59	17.3				27	2	1	Bay de Noquet and Marquette														
30 Sep. '59	87.0							Chgo. Detroit & Can. G. T. Junc.	8,270,623	647,596		2,950,000	4,250,000		9,008,369	188.0		365,038	144,270			
30 Sep. '60	183.0							Detroit and Milwaukee														
								Pont and Pere Marquette														
								Grand Rapids and Indiana														
31 May, '59	284.0			183.0	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0		2,417,915	886,697		63	
1 Mar. '59	246.0	293.0			91	135	976	Mich. St'n & N't'n Indiana	14,517,892	1,007,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0		2,019,425	777,273		16	
								Port Huron and Milwaukee														
MINNESOTA.																						
								Minnesota and Pacific					600,000									
								Southern Minnesota					575,000									
								Minneapolis and Cedar Rapids					600,000	191,130								
								Minnesota Transit					500,000									
								Root River Valley														
MISSISSIPPI.																						
30 Apr. '60	236.0				25	22	336	Mississippi Central	4,966,022	756,292		2,000,961	2,554,732									

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.			
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	P. c.	P. c.	
New York.																						
30 Sep. '59				140.0				Albany and Susquehanna	406,952			404,950		31,135	426,085							
30 Sep. '58	32.9		3.3		6	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		32.9	93,894	84,119	11,215			
30 Sep. '57	38.3		34.0					Albany and West Stockbridge	2,392,984		1,000,000	1,932,984		2,392,984		37.5	36,838	62,941	32,962	6	100	
30 Sep. '56	34.9	2.6			73.6	4	39	Black River and Utica	1,156,148	81,405	804,648	700,000	8,158	1,512,964		14.8	20,647	20,858	13,429	5		
30 Sep. '55	14.2		1.6					Blossburg and Corning	496,661		250,000	220,000				235.0	487,589	541,249	172,321	10	120	
30 Sep. '54	14.8		13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762		164,200	680,000	2,592,221	252,142	4,206,709	235.0	370,488	848,327	419,378	10	120	
30 Sep. '53	68.3		18.0		28	34	312	Buffalo and State Line	2,467,258	312,736	1,984,850	1,049,000	161,263	3,145,213	87.8	61,435	59,265	10,398	4			
30 Sep. '52	24.6		38.1					Cayuga and Susquehanna	1,057,629	37,971		380,000	411,000		1,098,000		ope	r. by R. Y. & E.	24,000			
30 Sep. '51	17.4		2.1					Chemung	400,000			500,000	70,000		450,000		ope	r. by R. Y. & E.	30,000			
30 Sep. '50	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000			352,741	14,000	23,716	395,457		17.3	57,065	63,803	11,999	6	
30 Sep. '49			63.2					Erie and New York City	287,357			75,689	165,000	62,500	329,225		150.0	700,224	1,842,636	770,096		
30 Sep. '48			16.0		4	3	50	Genesee Valley	329,225													
30 Sep. '47	17.3		0.5		52	107	642	Hudson and Boston (West'n)	148,000	27,000	175,000											
30 Sep. '46	14.0		106.5					Hudson River	10,205,906	1,182,372	3,758,466	8,842,000	414,044									
30 Sep. '45								L. Ontario, Auburn & N. York	74,203		75,771											
30 Sep. '44	84.0	2.6	10.1		18	37	129	L. Ontario and Hudson River	3,497,538	178,320	2,718,771	870,000	115,856	2,567,270	101.5	248,123	334,195	147,084				
30 Sep. '43	297.	258.1	313.8		211	237	1,171	New York Central	2,211,659	554,611	1,000	1,862,715	636,997	17,539	40,366,005	655.9	3,945,128	6,200,848	2,701,419	7	84	
30 Sep. '42	140.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,200	495.0	3,019,000	4,282,149	1,404,837			
30 Sep. '41	33.6	2.1	30.9		39	98	706	New York and Harlem	7,038,339	634,777		67,110	5,151,287	147,640		152.9	621,747	975,855	358,792			
30 Sep. '40	118.0	3.8	17.7		28	8	417	Northern (Ogdensburg)	4,097,208	702,079		3,077,900	1,500,000		4,799,287	121.8	547,800	382,932	120,850			
30 Sep. '39	35.9		2.2		7	6	44	Oswego and Syracuse	675,215	100,462		398,340	213,500	10,875		35.9	69,759	100,152	60,829	8		
30 Sep. '38	75.4		2.1		6	4	33	Potsdam and Watertown	1,527,072	67,854		605,419	911,000	192,748	1,769,167	75.4	197,046	100,047	47,571			
30 Sep. '37	28.2		2.1		5	13	70	Rensselaer and Saratoga	745,968	167,057		610,000	140,000		901,025	46.2	61,900	235,902	108,769	6		
30 Sep. '36	18.4		1.3	32.6				Rochester and Genesee Valley	652,151	1,776		557,560	150,000	23,496	731,056	18.0	15,820	12,025	24,661			
30 Sep. '35	18.0		1.0		2	3	32	Sackett Harbor and Ellisburg	371,556	17,714		167,485	278,400	56,810		18.0	15,820	12,025	24,661			
30 Sep. '34	20.0		1.6		9	12	84	Saratoga and Schenectady	480,684			300,000	55,000		385,000		ope	r. by R. Y. & S. R.	30,150	7		
30 Sep. '33	41.9	0.6	3.9					Saratoga and Whitehall	820,518	74,904		580,000	395,000		895,000	54.5	107,506	154,099	7,493			
30 Sep. '32				13.2				State Island	114,015			50,603	41,200	22,686	114,489							
30 Sep. '31	11.0							Brooklyn and Jamaica	869,856			284,850	55,000				ope	r. by Long Is.	87,500	9		
30 Sep. '30			7.1		13	12	117	Syracuse and Binghamton	2,851,292			1,320,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155			
30 Sep. '29	27.2		3.2	7.7	10	6	76	Troy and Boston	1,866,826	143,087		604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010			
30 Sep. '28	6.0		0.1					Troy and Greenbush	294,731			275,000			294,731		ope	r. by Hud. R. River.				
30 Sep. '27	2.1		2.1					Troy Union	732,114			30,000	680,000		732,114		ope	r. by other Co's.				
30 Sep. '26	96.8		11.0		7	11	288	Watertown and Rome	1,839,787	319,716		1,498,500	685,000	63,683	2,249,183	96.8	210,280	392,994	154,752	3		
North Carolina.																						
31 May. '60	94.9		6.4					Atlantic and North Carolina	2,157,503			1,545,225	400,000		276,372	2,419,401	94.9		108,953	35,572		
30 Sep. '59	228.0							North Carolina	1,235,000			4,000,000				228.0						
30 Sep. '58	97.0							Raleigh and Gaston	1,240,241			973,300	126,200			97.0		206,917	108,541			
30 Sep. '57	161.0		17.1		22	20	144	Wilmington and Manchester	2,586,238		201,500	1,127,511	1,060,000	111,886	2,892,969	171.0		487,043	209,793			
30 Sep. '56	161.9				24	32	144	Wilmington and Weldon	2,889,223		107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8		
15 Mar. '58				43.0				Western North Carolina	190,793		4,700	290,212		70,860	364,072							
Ohio.																						
30 Sep. '59					17	12	208	Atlantic and Great Western	613,231			866,030		77,294								
31 Dec. '59	118.2				41	39	608	Bellefontaine and Indiana	3,083,218		10,000	1,859,813	1,267,078	64,251	3,565,956	118.2		286,368	81,508			
1 Aug. '59	137.0				41	39	608	Central Ohio	5,579,505	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		597,633	71,356			
31 Mar. '59	60.3				22	28	432	Cinc., Hamilton and Dayton	2,648,268	504,892	26,500	2,155,800	1,411,000	32,618	3,565,710	60.3		489,437	249,666	7	76	
30 Sep. '58	37.0				62.1			Cinc. and Indianapolis June.								37.0						
1 May. '59	131.8				31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841		2,441,176	3,032,000	228,973		31.8	304,168	190,745	19,180			
31 Dec. '58	135.4	5.8			42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2		1,113,639	575,159	7	94	
31 Dec. '57	67.0				18.0	10	6	205	Cleveland and Mahoning	1,920,953		580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282			
31 Dec. '56	95.4	1.2	37.9		31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,603	3,000,000	1,067,000	35,500	4,812,201	96.6	402,935	111,353	646,057	15	112	
30 Nov. '58	101.0	102.5			42			Cleveland and Pittsburgh	9,320,288			3,942,268	4,918,325	63,821	9,661,102	203.5	646,413	772,993	332,093	4		
30 Apr. '59	109.2	79.4			32	42		Cleveland and Toledo	6,729,056	458,194	258,424	3,843,812	3,842,720	358,605	7,868,918	188.6		798,155	414,456	6	36	
31 Dec. '58	61.4				53.0	5	99	Clev., Zanesville and Cincin.	1,574,693			368,673	575,250	632,458		61.5	75,120	68,128	19,763			
31 Dec. '57	72.0				31.0	6	9	103	Columbus and Indianapolis	2,555,000		750,000	1,600,000	205,000		72.0	144,000	84,000	17,700			
30 Nov. '58	54.5	10.4						Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Litt. Miami.	170,795	8	85		
31 Mar. '60	144.0							Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054			
31 Aug. '58	36.6				5	3	87	Dayton and Western	909,262	104,912		289,692	700,000	90,482	1,080,174	36.6		125,940	66,253			
31 Aug. '58	16.0				47.0	3	2	21	Dayton, Xenia and Belpre	860,496		437,838	422,658			16.0	40,064	64,000	33,000			
31 Dec. '58	45.0				6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615			
30 Sep. '57	36.0				84.0			Fremont and Indiana														
31 Aug. '58	32.0				6	5	68	Greenville and Miami	888,000			300,000	473,000	75,000		47.0	60,901	63,141	13,573			
30 Nov. '58	13.0				34.0	1	2	50	Iron	172,830		118,855	50,000	3,965		13.0	24,000	31,126	10,460			
30 Nov. '58	83.5	37.8			39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	841,591	8	85	
31 Dec. '58	173.8				33	26	623	Marletta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452			
30 Apr. '59	21.3				48	34	628	Ohio and Mississippi	18,635,688			6,584,681	9,580,000	2,330,030								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			Price of shares.		
	Main Line.	Lateral and Branch Lines.	2d Track and Sidelings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.					Liabilities.					Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.		Earnings.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.	Dividends.							
M.	M.	M.	M.	No.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	p. c.		
PENNSYLVANIA, (Continued.)																								
30 Nov. '59	48.0		3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396		1,753,864	1,500,000	177,920	3,444,154	60.0		60,438						
30 Nov. '59	407.5		56.3		96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,261,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655		4			
30 Sep. '59	31.0			11.0				Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000		1,355,700	54.0		34,501	29,604	35				
30 Sep. '59	54.0		3.0		7	7	26	Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000		1,321,847	24.5		96,227	54,582					
30 Sep. '59	9.2	15.3	14.9					Schuylkill Valley	573,616	*		568,150			573,616	24.5								
30 Nov. '59	28.0	5.0	3.3		4	1	445	Shamokin Valley & Pottsville	1,321,847	*		500,000	821,447		1,321,847	53.0								
31 Dec. '59	148.0		20.0	140.0				Sunbury and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,169,869	148.0								
30 Nov. '59	29.6	6.5	31.9		8	3	127	Tioga	703,349	85,932		97,550	396,000		795,831	29.6		83,072	47,007	6				
30 Sep. '59	26.4		2.1		4	11	9	Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	26.4		125,597	4,502					
31 Mar. '59	78.0							Williamsport and Elmira	3,650,682	380,847		1,500,000	2,361,973	161,272	4,148,920			191,970	96,308		1			
RHODE ISLAND.																								
31 Aug. '58	50.0		2.0		9	13	84	N. Y., Providence and Boston	2,158,000	*		1,508,000	306,500		2,158,000	50.0	147,231	208,439	96,571	5				
30 Nov. '58	13.6		0.5				5	Providence, Warren & Bristol	434,698	1,588		287,917	109,937	36,139		13.6	23,514	23,005	1,278					
SOUTH CAROLINA.																								
31 Dec. '58	13.2	1.5		182.4	2		26	Blue Ridge	2,126,539			1,916,515	217,577		2,134,092	13.2								
31 Dec. '58	54.9			47.4	4	3	21	Charlotte and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9								
1 Jan. '59	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000		1,585,000	109.6		283,263	161,536	6				
1 Jan. '59	40.3							Cheraw and Darlington	600,000			400,000	200,000		600,000	40.3								
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,000	1,145,000	345,546	2,919,554	143.2		341,190	125,871					
31 Aug. '58	22.5							Kings Mountain	196,230	*		200,000			200,000	22.5					6			
31 July '58	32.0							Laurens	543,403	*		400,000	106,218		575,729	32.0		27,568	8,527					
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,067,325	102.0		220,014	96,145					
31 Dec. '58	136.0	106.0			62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0		1,501,008	820,511	7				
31 July '58	25.1			41.9				Spartanburg and Union								25.1								
TENNESSEE.																								
1859.				17.0	2		14	Edgefield and Kentucky	857,947	*		333,204	612,000	60,900		30.0	29,845	9,259	7,486					
1859.	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466					
1859.	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142	297,806	149,167					
1860.	271.6	19.4	20.0	43.3	37		697	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,635,096	873,597					
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000										
1859.	100.0		30.6	55.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000											
1859.	59.0		40.1		7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518		59.4	69,870	177,256	60,029					
1859.	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,666					
1859.	34.2		7.0		12	2	81	McMinville and Manchester	533,807	56,516		144,894	406,000	5,000		34.2	30,065	23,808	13,892					
1859.	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,256,479	1,524,000	21,769		159.0	117,895	675,832	310,199	3				
1859.								Nashville and Northwestern																
1860.	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243					
1859.	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,243						
TEXAS, (all aided by State).																								
1859.	32.0			158.0				Buffalo Bayou, Braz. & Col'do								32.0								
1859.	56.0			184.0				Galveston, Houston & Henderson								56.0								
1860.	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*		278,000	240,000	171,560		50.0	31,300	32,670						
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568					
1859.	25.0			110.0				San Antonio & Mexican Gulf								25.0								
1859.	28.0			756.0				Southern Pacific								28.0								
VERMONT.																								
31 May '59	99.7		8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421		1,200,000	800,000			99.7	98,856	192,122	82,001					
31 Aug. '59	119.6		13.0		26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561					
31 Aug. '59	62.0		3.4		10	5	201	Rutland and Washington	1,771,683	*		960,000			1,780,683	62.0	175,830	172,826	37,124					
30 Jun. '59	119.0		20.0		42	28	885	Vermont Central	8,402,058	*		5,000,000	3,853,000	1,423,299	10,276,299	169.0	617,262	702,271	115,678					
30 Jun. '59	47.0		2.8					Vermont and Canada	1,350,096			1,350,000			1,380,695	47.0	oper. by Vt. Central				72			
31 Aug. '59	23.7		0.7		4	4	54	Vermont Valley	1,212,274	89,612		516,164	793,200		1,308,864	23.7	47,324	43,998	10,498					
31 Aug. '59	54.0	10.5						Western Vermont	1,083,500			332,000	700,000		1,083,500	oper. r.b. Troy & Bost.		56,585						
VIRGINIA.																								
31 Aug. '59	41.3		122.1					Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194	41.3								
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		77.8	703,034	136,302	43,062					
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332					
30 Sep. '59	103.5							Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	106					
30 Sep. '59	148.7	9.1	4.5		12	10	101	Orange and Alexandria	6,060,824			1,981,167	2,316,879	285,532	6,225,015	97.6		288,297	157,572					
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,265,300	1,851,500	292,842	4,745,256	133.4		410,166	201,344					
30 Sep. '59	59.2	21.3			14	7	131	Petersburg and Roanoke	1,223,526															

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :					Chicago and Milwaukee :					Eaton and Hamilton :				
Mortgage	\$300,000	7	1867		1st Mortgage (convertible).....	\$512,000				1st Mortgage	\$757,734	†	var.	
Convert. (guar. by Dir.)	150,000	7	1863		Income	62,000				Erie and North-East :				
Land Mortgage	23,500	7	1869		Real Estate 2d Mortgage	188,864	1868			Exchanged for Buff. and St. L.	149,000			
Alabama and Miss. Rivers :					Chicago and Rock Island :					Evansville and Crawfordsville :				
State (Ala.) Loan	123,171				1st Mortgage	1,397,000	7	1870	94					
Mortgage	109,500				Chicago and Northwestern :					Florida :				
Alabama and Tenn. Rivers :					Sinking Fund Preferred	1,250,000			80	Internal Improvement (State).....	1,655,000	7	1891	
1st Mortgage convertible	526,000	7	1872	62½	1st Mortgage	3,600,000			60	Free Land, 2d Mortgage	1,500,000	8	1891	
2d Mortgage	225,705	8	1864		2d Mortgage	2,000,000			34½	Florida and Alabama				
Albany, Vt. and Canada :					Cincinnati, Hamilton and Dayton :					Internal Improvement (State).....	7	1891		
1st Mortgage	500,000	7	1867		1st Mortgage	461,000	1867	96		Free Land, 2d Mortgage	6	1891		
Albany and West Stockbridge :					950,000	1880	85			Florida, Atlantic and Gulf Centr.:				
Albany City (S. F.)	1,000,000	6	'66-'76		*Cincinnati, Wilm. and Zanesville :					Internal Improvement (State).....	300,000	7	1891	
Androsoggin and Kennebec :					1st Mortgage	1,300,000				Free Land, 2d Mortgage	200,000	8	1891	
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64		2d Mortgage	574,000				Fox River Valley				
Stock, convert. (Coupon)	710,000	6	'63-'66		3d Mortgage	158,000				1st Mortgage	400,000	†	1859	
Atlantic and St. Lawrence :					Income	250,500				2d Mortgage	180,000			
Dollar Bonds (Coupon)	988,000	6	1866		Tunnel Right	1,000,000				Galena and Chicago Union :				
Sterling Bonds (Coupon)	484,000	6	1878		Cleveland and Mahoning :					Litchfield	52,015	7	1859	
City of Portland Loan (Coup.)	1,500,000	6	'68-'70		1st Mortgage	694,500				1st Mortgage (S. F.)	1,993,000	7	'62-'63	95
Baltimore and Ohio :					2d Mortgage	468,000				2d Mortgage (S. F.)	1,738,000	7	1875	94
Maryland Sterling	3,000,000	5			3d Mortgage	38,800				Galvest'n, Houst. and Henders'n :				
Mortgage Coupon	2,500,000	6	1885	86	Clev. Painesville and Ashtabula :									
"	700,000	6	1880	89½	1st Mortgage	564,000	7	1861	99					
"	1,128,500	6	1875	90	2d Mortgage	303,000	7	1862						
"	1,000,000	6	1867	94	Special (Sunbury and Erie).....	500,000	7	1874						
Balt. City Loan	5,000,000	6			Convertible Scrip	300,000	7	1880						
Bellevue and Ind. (1 Jan. '60):					Cleveland and Pittsburg :					*Great Western, Ill. :				
1st Mortgage convertible	791,000	7	1866	58	1st Mortgage (Main Line).....	800,000	7	1860	75	1st Mortgage (W. Div. 100 m.).....	1,000,000	10		
2d Mortgage	157,000	7	1870		2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	65	1st M. (E. D. 84 m.), 2d M. (W. D.)	1,350,000	7		
Income (1859 and 1870)	104,500	7	var.		3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875		Old Sang. and Morg. Railroad	41,000			
Real Estate (1858, '61, '63, '68)	119,750	7	var.		4th Mort. (M. L.) or 3d Extension	1,154,000				2d Mortgage	323,000			
Belvidere Delaware :					Income	118,000				Chattel (Equipment) Mortgage	374,426			
1st Mort. (guar. C. and A.)	1,000,000	6	1877		Dividend Bonds and Scrip	491,825				Greenville and Columbia :				
2d Mortgage	445,500	6			Cleveland and Toledo :					1st Mortgage, Coupon	1,145,000			
Camd. and Amb. R.R. Co.	244,000	6			1st Mortgage	377,000	7	1867		Hannibal and St. Joseph :				
Black River and Utica :					2d Mortgage	305,000	7	1872	56	Missouri State Loan (1st Lien).....	3,000,000	6		
1st Mortgage	370,000	7	1869		3d Mortgage	324,000	7	1862		Land Security	5,000,000	7	1881	72
Boston, Concord and Montreal :					4th Mortgage	522,000	7	1863	79	2d Mortgage (convertible)	757,000	7		
1st Mortgage	200,000	6	1870		Tol., Nor. and Clev. 1st Mort.	299,600	7	1863	80	Plain	11,000	7		
2d Mortgage	300,000	7	1870		Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	80	Harrisburg and Lancaster :				
3d Mortgage Coupons	150,000	6			Income	61,500	7	1862		New Dollar Bonds	459,872	6	1883	'83
4th Mortgage Coupons	200,000	7			C. and T. Income	192,950	7	1863	80	Hartford and New Haven :				
Sinking Fund	200,000	6			C. and T. Income (convertible)	409,900	7	1864		1st Mortgage	1,000,000	6	1873	100†
Boston and Lowell :					C. and T. Income (convertible)	373,000	7	1864		Hartf'd, Providence and Fishkill :				
Mortgage	440,000	6	1873		C. and T. Dividend (convert.)	199,735	7	1865	75					
Boston and Worcester :					C. and T. Income (convertible)	129,000	7	1870						
Mortgage (plain)	100,000	6	1860		C. and T. (S. F.) Mortgage	640,000	7	1885	78					
Mortgage (convertible)	500,000	6	1860		Income	5,000	7	1862						
Buffalo and State Line :					Income	5,000	7	1862						
1st Mortgage	500,000	7	1866	90	*Cleveland, Zanesville and Cin. :					Houston and Texas Central :				
Income (½ in '59, ½ in '62)	200,000	7	var.							State (1st Lien) Loan	210,000			
Unsecured	200,000	7	1864		*Columbus, Piqua and Indiana :					Mortgage	125,000	7	1866	
Erie and North-East	149,000	7			Columbus and Xenia :					Hudson River :				
Burlington and Missouri :					1st Mortgage	18,000	1859			1st Mortgage	4,000,000	7	'69-'70	106
1st Mort. on 1st Division.	590,000			70*	Dividend (due 1860, '61, '62, '66)	272,700	var.	92		2d Mortgage	1,980,000	7	1860	101
Calro and Fulton (Mo.):					Connecticut River					3d Mortgage	1,840,000	7	1875	96
State (Mo.) Loan	650,000	6	'78-'79		Mortgage (due 1862, '63, '75)	253,000	6	var.		Convertible	1,002,000	7	1877	55
Camden and Amboy :					Connecticut and Passump. Rivers :					Illinois Central :				
Mortgage	367,000	6	1864	97	1st Mortgage	800,000				Optional Right Scrip.....	65,000	7	1868	60†
Mort. (chgd from Sterlg)	888,000	5	1864	97	Cumberland Valley :					Construction	12,886,000	7	1875	94
Mortgage	800,000	6	1849		1st Mortgage	116,500				Construction	4,115,000	6	1875	96
Mortgage	1,700,000	6	1875	87½	2d Mortgage	97,000				Free Land	3,000,000	7	1860	102†
Sterling (\$225,000)	1,008,000	5	1864		Dauphin and Susquehanna :					Indiana Central :				
New Loan (iss'd \$337,000)	1,080,000	6	1864							1st Mortgage (convertible).....	600,000	7	1866	65
Unsecured	800,000	6	1863							2d Mortgage	254,500	10		70
*Catawissa, Williams. and Erie :										Income	281,500	10		75
1st Mortgage	1,500,000	7	1865	32	Dayton and Michigan (1 Ap. '60):					Indianapolis and Cincinnati :				
2d Mortgage	899,036	7	1886		1st Mortgage	300,000	8			1st Mortgage	500,000	7	1866	80
Chattel Mortgage	380,000	10	1871		2d Mortgage	2,200,000	8			2d Mortgage	400,000	7		75
Cayuga and Susquehanna :					Dayton and Western :					Real Estate Mortgage	200,000	7	1859	
1st Mortgage	300,000	7	1865		1st Mortgage	300,000	7		50	Dividend	86,284	7		
Unsecured	89,000	7	1862		2d Mortgage		7		45	Income and Domestic	176,000		var.	
Central of Georgia :					Delaware :					Ind., Pittsb. and Clev. (1 Jan. '60):				
Mortgage	106,287	7	1863		1st Mortgage	500,000				1st Mortgage	650,500	7	1870	
Central of New Jersey :					Guaranteed	65,000				2d Mortgage	314,000	7		
1st Mortgage	1,500,000	7	var.	105	State Loan	170,000				Income	27,000	7		
2d Mortgage	1,500,000	7	1875	101						Domestic	34,200	7		
Income	375,000	7	var.		Delaware, Lackawanna and W'n :					Jeffersville :				
*Central Ohio :					1st Mortgage	900,000	1871			1st Mortgage	289,000	7	1861	65
1st Mortgage	450,000	7	1861	58	2d Mortgage (E. Extension).....	1,500,000	1875	101		2d Mortgage	392,000	7	1873	
1st Mortgage	800,000	7	1864	45	Income (due 1862, '65 and '67)	2,600,000	1881	95		*Kennebec and Portland :				
2d Mortgage	800,000	7	1865		Income (due 1862, '65 and '67)	1,263,170	var.	87½		1st Mortgage (City and Town).....	800,000	6	1870	
3d Mortgage (S. F.)	800,000	7	1885		1st Mortgage (convertible).....	3,250,000	7	1875		2d Mortgage	230,000	6	1861	
4th Mortgage (S. F.)	1,365,500	7	1876		2d Mortgage (convertible)	1,000,000	8	1866		3d Mortgage	250,000	6	1862	
Income (1858, '59 and '60)	1,172,200	7	var.		3d Mortgage (convertible)	750,000	10	1863		*Kentucky Centr. (Cov. and Lex.):				
Income (iss. to Muskingum Co.	100,000	7	1862		4th Mortgage (G. W. R. R.)	500,000	8			1st Mortgage	160,000	6		
Charleston and Savannah :					Dubuque and Pacific :					2d Mortgage	260,000	7		
1st Mortgage (endorsed)	510,000	6			New Construction	800,000				2d Mortgage (convertible)	1,000,000	7		
2d Mortgage	1,000,000	7			Dubuque Western :					3d Mortgage	600,000	7		
Cheshire :					1st Mortgage	344,000	†			Guaranteed by Covington	200,000	6		
Mort. (1860, '63, '75 and '77)	786,400	7	var.		Eastern (Mass.)					Cincinnati (exchanged).....	100,000	6		
Chicago, Burlington & Quincy :					Income (due \$75,000 annually).....	525,000	6	var.		Income (issued 1854)	400,000	10	1859	
Consolidated 1st Mort.	1,509,000	8	1883	95	2d Mortgage (convertible)	710,000	5	1862	98½	Income (issued 1855)	210,000	6	1860	
Consolidated Convert. Mort.	122,000				3d Mortgage (convertible)	445,000	6	1874	101½	Kent'ky Centr. (Lex. and Danv.):				
Chic. and Aur. 1st Mort.	399,000	7	1867		1st M. (State) \$75,000 a yr after '65	500,000	5	var.						
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869		East Tennessee and Georgia :					Keokuk, Ft. D. Moines and Minn.:				
Cent. Mil. Tr. 1st Mort.	392,000	7	1864		State, 1st Mortgage	970,000				City of Keokuk, 20 years	400,000	8		
Cent. M. T. 2d M. (Conv.)	245,000	8	1868		Endorsed by State of Tennessee	150,000				City of Keokuk, (special tax).....	150,000	10		
Chicago, Alton and St. Louis :					Mortgage (ordinary)	790,688				Lee County, 20 years	150,000	8		
1st Mortgage					East Tennessee and Virginia :					Keokuk, Mt. Pleasant and Muscat.				
2d Mortgage					State, 1st Lien	1,602,000				Lee County	150,000	8		
3d Mortgage					Endorsed by State of Tenness.	200,000				City of Keokuk	200,000	8		
					1st Mortgage (after State)	100,000				Henry and Louisa Company's	50,000	8		
					Redeemable in Stock	66,950				Lehigh Valley :				
										1st Mortgage	1,500,000	5		

AMERICAN HARBOUR BOARD

riods

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:					Montgomery and West Point:					Orange and Alexandria:				
1st Mortgage (Eastern Div.)	\$903,000	†			Alabama State Loan	\$122,822				State Loan	\$400,000			
2d Mortgage (Eastern Div.)	1,000,000	†			Mortgage (due 1860, '63 and '65)	350,000	6	var.		1st Mortgage	1,055,500	6		
1st Land Grant (Western Div.)	4,000,000	†		17 1/2	Mortgage	450,000	8	1866		2d Mortgage	461,378	8		92
2d Land Grant (Western Div.)	353,600	†		17 1/2	Massachusetts:					Pacific (Mo.):				
3d Mortgage (whole road)	1,700,000	†			1st Mortgage	249,000	7			State (Mo.) Loan	7,000,000	6		
Farm Mortgage	1,087,700	†			Nashville and Chattanooga:					State Loan (S. W. Branch)	2,300,000	6		
Unsecured Bonds	1,785,000	†			Mortgage (State endorsed)	1,500,000				Construction	4,500,000	6		
Lexington and Frankfort:					Chat. and Clev. Subsc. (endors.)	150,000				Panama:				
Mortgage, due 1864, '69 and '74	130,000	6			Not endorsed	24,000				1st Mortgage Sterling	1,250,000	7	1865	100
Little Miami:					*New Albany and Salem:					2d Mortgage Sterling	1,150,000	7	1872	
Cincinnati Loan	100,000				Crawfordsville	175,000	7			Convertible	27,000	7		
1st Mortgage	133,000	6	1853	85	1st Mortgage	500,000	10			Pennsylvania:				
2d Mortgage	7,000	6			1st Mortgage	2,285,000	6			1st Mortgage (convertible)	4,905,000	6	1858	100
3d Mortgage	981,000	6			New Haven and Hartford:					2d Mortgage	1,928,000	6	1875	
Long Island:										2d Mortgage Sterling	1,539,840	6	1875	
State Loan (S. F.)	100,000	5	1876							State Works Bonds	7,400,000	5		
1st Mortgage	500,000	6	1870	80	N. Hav., N. Lond. and Ston'gton:					Pennsylvania Coal Company:				
Louisville and Frankfort:					Mortgage	450,000	7			1st Mortgage	600,000	7		
Louisville Loan	174,000				Mortgage	200,000	6			Penobscot and Kennebec:				
1st Mortgage	248,000				Extension	100,000	10			Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
Louisville and Nashville:					New Haven and Northampton:					2d Mortgage (Coupon)	250,200	6	1876	
State (Tenn.), 1st Lien	300,000	6			1st Mortgage	500,000		1869		3d Mortgage (Coupon)	156,600	6	1871	
1st Mortgage	2,000,000				New Jersey:					Pensacola and Georgia:				
McMinnville and Manchester:					Company's (various)	711,000		var.	103	State Internal Improvement			7	35 y's
State (Tenn.)	372,000	6			New London, William and Palmer:					Free Land				
Mortgage	24,000	7			1st Mortgage	500,000	71			Peoria and Oquawka:				
Mortgage	10,000	6			2d Mortgage	300,000	61							
Madison and Indianapolis:					Income (convertible)	152,000	61			Peru and Indianapolis:				
State (Ind.) Loan					New London City	100,000	61							
Mortgage					N. Orlns, Jackson and Gt. North:					Petersburg:				
*Marietta and Cincinnati:					State (Miss.) Loan	155,000				Mortgage (due 1863 to 1872)	108,000	7	var.	
1st Mortgage (convertible)	2,500,000	71	1868		1st Mortgage	3,000,000	8	1886		Petersburg and Lynchburg (S. Side):				
2d Mortgage	2,000,000	71			N. Orlns, Opelous, and Gt. West:					State (Va.) Loan (S. F.)	800,000	7		
3d Mortgage	1,500,000	71			Louisiana State Loan	621,000				1st Mortgage (1859-'70-'75)	365,000	6	var.	
Sterling Income	333,000	4			New Orleans City Loan	1,500,000				3d Mortgage (1862-'70-'72)	378,000	6	var.	
Domestic	928,617		'59-'62							Special Mortgage (1865-'68)	175,000	6	var.	
Memphis and Charleston:					1st Mortgage (S. F.)	2,000,000	8	1889		Last Mortgage (1861 to 1869)	133,500	8	var.	
State (Tenn.) Loan	1,100,000	6			New York Central:					Phila., German'n and Norris'n:				
1st Mortgage	1,000,000	7	1880		Albany Loan—Alb. and Sch'd'y.	127,000	5	1864	103 1/2	Consolidated Loan	274,800			
Memphis, Clarkesv. and Louisv.:					State Loan—Sch'd'y and Troy	100,000	6	1867		Loan of 1842	100,000			
State (Tenn.) Loan	910,000	6			State Loan—Rochester and Syr.	77,382	54	1861		Philadelphia and Reading:				
Memphis and Ohio:					State Loan—Buffalo and Roch.	55,350	54	1865		Mortgage	705,000	5	1860	97 1/2
State (Tenn.) Loan	1,340,000	6			State Loan—Roch., L. and N. F.	208,000	7	1861		Mortgage	1,572,900	6	1860	97 1/2
Michigan Central:					Stock Subscription	785,000	6	1883	97	Mortgage (convertible)	886,000	6	1860	97 1/2
1st Mortgage Sterling	467,489	6		95	Premium Consolidated Stock	8,000,000	6	1883	97	Mortgage (convertible)	134,000	6	1860	97 1/2
1st Mortgage (convertible)	500,000	8		95	Real Estate	221,000	6	1883	97	Mortgage (convertible)	3,299,600	6	1870	8 1/2
Unconvertible	258,000	8			New Convertible	3,000,000	7	1864	103 1/2	Mortgage (convertible)	3,586,500	6	1866	7 1/2
1st Mortgage (convert.) Dollar	3,881,000	8			*New York and Erie:					Lebanon Valley R. R. (convert.)	1,500,000	7	1866	7 1/2
1st Mortgage (S. F.), convertible	3,087,000	8		97 1/2	1st Mortgage	3,000,000	7	1867	104 1/2	Real Estate Mortgage	516,450	7		
Mich. Southern and N'n Indiana:					2d Mortgage	4,000,000	7	1859	99 1/2	Phila., Wilmington and Baltimore:				
Michigan Southern	993,000	17	1857		3d Mortgage (convertible)	6,000,000	7	1871	92	Mortgage Loan	688,929	6	1860	
Northern Indiana	985,000	17	1861	80	4th Mortgage (convertible)	3,729,000	7	1880	85	Mortgage Loan	1,686,500	6	1884	
Erie and Kalamazoo	300,000	†	1862		5th Mortgage	1,277,000	7	1883	83	Improvement	119,000	6	1863	
Michigan Southern	269,000	†	1863		Unsecured (convertible)	2,618,000	7	1871	60	Pittsburg and Connellsville:				
Northern Indiana	298,000	†	1863		Unsecured (convertible)	2,443,000	7	1862	66	Pittsburg Loan	500,000			
Jackson Branch	203,000	†	1865	81	Sinking Fund	2,193,000	7	1875	66	Alleghany Co. Loan	750,000			
Goshen Air Line	1,335,000	†	1868	78	New York and Harlem:					Connellsville Loan	100,000			
Detroit and Toledo	336,000	†	1876		1st Mortgage	3,000,000	7	1873	98	McKeesport Loan	100,000			
General Mortgage (S. F.)	2,468,000	†	1885	50	2d Mortgage	1,000,000	7	1864	95	Baltimore Loan	1,000,000			
2d Mortgage	2,175,000	†	1877	46	3d Mortgage	1,000,000	7	1867	85	Cumberland Loan	200,000			
*Milwaukee and Beloit:					New York and New Haven:					*Pittsbg, Ft. Wayne and Chicago:				
1st Mortgage	630,000	8			1st Mortgage	311,000	7	1860	94	1st Mortgage (O. and P.)	1,000,000		1865	
Milwaukee and Chicago:					1st Mortgage	964,000	6	1866	94	2d Mortgage (O. and P.)	750,000		1866	
1st Mortgage	400,000	8			1st Mortgage	980,000	6	1875		Income (O. and P.)	1,961,000		1873	6 1/2
2d Mortgage	200,000	7			N. York, Providence and Boston:					Bridge (O. and P.)	139,560			
*Milwaukee and Horicon:					1st Mortgage	331,000	6			1st Mortgage (O. and L.)	1,600,000		1872	
1st Mortgage	420,000	8			North Carolina:					2d Mortgage (O. and L.)	380,000		1873	
2d Mortgage	600,000	8			State Loan	2,000,000	6			1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Farm Mortgage	150,000	10			State Loan	1,000,000	6			Real Estate (F. W. and Chic.)	498,000		1874	
Milwaukee and Mississippi:					North-Eastern (S. C.):					Mortgage, Consolidated Compy	1,229,000		1887	
1st Mortgage (convertible)	74,000	10 1/2	1861	65	1st Mortgage	700,000				Pittsburg and Steubenville:				
1st Mortgage (convertible)	528,000	†	1862	65	2d Mortgage	224,500				Mortgage	800,000	†	1865	
1st Mortgage (convertible)	650,000	†	1863	65	Real Estate	35,910				Platte County:				
1st Mortgage (convertible)	1,250,000	8 1/2	1873	66	Northern Central:					State (Mo.) Loan	300,000	6	1879	
South-West Branch	350,000	†	1866		Balt. and Susq. R. R. (Coupons)	150,000	6	1866		Potsdam and Watertown:				
2d Mortgage	600,000	10 1/2	1862	55	Md. State Loan (B. and Susq.)	150,000	6			1st Mortgage	800,000	7 1/2	'64-'74	
Construction	500,000	7 1/2	1859		York and Cumberland 1st Mort.	175,000	6	1870		Quincy and Chicago:				
3d Mortgage	500,000	8 1/2	1862	55	York and Cumberland 2d Mort.	25,000	6	1871		1st Mortgage	1,300,000		1873	
Mississippi Central:					York and C. guar. by Baltimore	500,000	6	1877		Racine and Mississippi:				
1st Mortgage	1,007,363	7			N. C. Contract	292,300	6	1875		1st Mortgage (Eastern Division)	680,000	†		
Income	91,200	10			Construction	1,903,500	6	1885		1st Mortgage (Western Division)	787,000	†		
Tennessee State	45,000	6			Northern (Ogdensburg):					Raleigh and Gaston:				
Mississippi Central and Tenn.:					1st Mortgage	1,500,000	7 1/2	1859		Coupon	100,000		1862	
State (Tenn.) Loan	529,000	6			2d Mortgage	3,077,000	7 1/2	1861		Rensselaer and Saratoga:				
Income	95,500				North Missouri:					1st Mortgage		7	1863	
Mississippi and Missouri:					State Loan	2,000,000	6			Richmond and Danville:				
1st Mortgage (convertible)	1,000,000	7			State Loan	2,000,000	6			State (Va.) Loan	600,000			
2d Mortgage (S. F.)	400,000	8			State Loan	350,000	6			Guaranteed by State	200,000		1875	9 1/2
Okaloosa Division	1,425,000	7			North Pennsylvania:					Mortgage (Coupon)	250,000		1869	
Land Grant	7,000,000	7			Mortgage	2,500,000				Registered	160,000		1860	
Mississippi and Tennessee:					Chattel Mortgage	214,500	10			Richmond, Fred. and Potomac:				
Tennessee State Loan	98,000	6	1885		Northern (N. H.):					Sterling (267,000)	324,006		1860	
Mississippi State Loan	202,799	6			Mortgage (due 1860, '64 and '74)	219,500		var.		Convertible	64,500		1875	
1st Mortgage	171,000	7	1876		Norwich and Worcester:					Dividend Certificates	35,800		1857	
Mobile and Ohio:					Mass. State Loan	400,000	6	1877		Dividend Certificates	265,800		1860	
City (Mobile) Tax Loan	400,000	6			Mortgage	205,800	6	1860		Richmond and Petersburg:				
Tennessee State Loan	674,860	6			Mortgage	16,000	7	1860		Coupon	169,000		1875	
Alabama State Loan	389,410	6			Dividend Scrip and Bonds	102,330	6	var.		*Rutland and Burlington:				
Income	759,415	8	1861		Ohio and Mississippi (O. and Ind.):					1st Mortgage	1,900,000			
Income	354,723	8	1862		1st Mortgage	2,193,500	†	1858		2d Mortgage	913,500			
Income	375,132	8	1865		Construction	4,637,920	†	1858	17	3d Mortgage	426,400			
Income	18,700	8	1867		Income	3,591,135	†	1858		Sacramento Valley:				
Sterling	878,035	6	1883		Ohio and Mississippi (Ill.):					1st Mortgage	400,000			
Mississippi State Loan	200,970	6								2d Mortgage	366,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1886	
Mortgage	997,000	7	1886	
Mortgage	1,000,000	7	1875	
Dividend	224,000	6	'60-'82	
Sandusky, Mansfield and Newark:				
1st Mortgage	1,290,000	7		
Saratoga and Whitehall:				
1st Mortgage	250,000	7	1888	
1st Mortgage (R. and W. Br.)	100,000	7	1886	
Unsecured	45,000	7	1888	
Seaboard and Roanoke:				
1st Mortgage	300,000		1880	
3d Mortgage	75,000		1870	
4th Mortgage	60,000		1886	
South Carolina:				
State Loan	200,000	5	1868	
Sterling	183,333	6	1863	
Sterling	2,000,000	5	1866	
Auditor's	246,500	7		
Southern Mississippi:				
1st Mortgage	500,000			
South-Western (Ga.):				
1st Mortgage	631,000		1875	
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000			
2d Mortgage	450,000			
*Steubenville and Ind. (P. C. and C.):				
1st Mortgage	1,500,000			
2d Mortgage	900,000			
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7		
2d Mortgage	1,555,000	7		
3d Mortgage (Income)	1,000,000	10		
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000			
St. Louis City Subscription	500,000			
St. Louis County Subscription	1,000,000			
Carondelet Subscription	50,000			
Sunbury and Erie				
Mortgage	1,000,000	7		
Mortgage	7,000,000	5		
Syracuse, Binghamton and N. Y.:				
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7	'62-'72	82
2d Mortgage (convertible)	2,000,000	7	'68-'70	55
1st Mortgage (Bel. and Ill.)	517,000	7	1873	
2d Mortgage (Bel. and Ill.)	494,000	7	1869	
3d Mortgage (Bel. and Ill.)	503,000	10	1874	
Tennessee and Alabama:				
State (Tenn.) Loan	814,000			
Mortgage	46,000			
Terre Haute and Richmond:				
1st Mortgage (convertible)	230,000	7	1866	
Toledo, Wabash and Western:				
1st M. (L. Er. Wab. and St. Louis)	2,500,000	7	1865	
2d M. (L. Er. Wab. and St. Louis)	1,000,000	7	1869	
3d M. (L. Er. Wab. and St. Louis)	1,200,000	7	1891	
Real Estate (L. Er. W. and St. L.)	300,000	7	1861	
1st Mortgage (Toledo and Ill.)	900,000	7	1865	
2d Mortgage (Toledo and Ill.)	800,000	7	1865	
3d Mortgage (Toledo and Ill.)	600,000	7	1865	
*Vermont Central:				
1st Mortgage				16
2d Mortgage				1
Virginia Central:				
Mort. guaranteed by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82
Mortgage (coupons)	941,000	6	1884	
Dividend, due 1865, '66 and '75	238,346	6	var.	
Income (1869 to 1863)	168,382	7	var.	
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '68-'61	203,000	6	var.	
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500		1875	
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	
Western (Mass.):				
Sterling (\$890,000)	4,319,520	5	'68-'71	
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	
*Western Vermont:				
1st Mortgage	700,000		1861	
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
Wilmington and Manchester:				
1st Mortgage	596,000		1866	70
2d Mortgage	1,000,000			
Income	177,000			
Wilmington and Weldon:				
Mortgage, payable in England	443,555			
Sterling, issued in 1858	144,500			
Company's, endorsed by State	203,500			
Winchester and Potomac:				
Mortgage	120,000	6	1867	
York and Cumberland:				
1st Mortgage	898,000	7		

New York Stock Exchange.

Sale Prices for the week ending Oct. 24, 1860.

Th. 18, F. 19, Sat. 20, M. 22, Tu. 23, W. 24.

FEDERAL STOCKS:				
U. S. 5s, 1874	103	103	103	
U. S. 5s, 1865				
STATE STOCKS:				
California 7s	93	93	92	
Georgia 6s				
Illinois 5s				
Indiana 5s				
" 2 1/2s				
Kentucky 6s	104	104	104	
Louisiana 6s				
Maryland 6s				
Michigan 6s				
Minnesota 6s				
Missouri 6s, 1874	78	78	77	77
New York 5s, 1874				
" 6s, 1865				
North Carolina 6s	90	90	90	
Ohio 6s, 1860	110			
Tennessee 6s, 1860	90	90	90	90
Virginia 6s	90	90	90	90
RAILROAD STOCKS:				
Chicago, Burl. and Q. 88	87	88	86	85
Chicago and Rock Isl. 72	71	70	70	69
Chicago and N. West.				
Clev., Painesv. & Ashb.				
Clev. and Pittsburg	13	14		15
Clev. and Toledo	44	44	43	37
Del., Lack. and West.				
Galena and Chicago	75	75	76	73
Hudson River	62	61	61	58
Illinois Central (scrip)	82	82	81	79
Indianapolis and Cinc.				
Michigan Central	66	66	66	63
M. S. and N. I. guard	45	45	45	42
M. S. and N. I.	20	19	19	18
Milwaukee and Miss.	13	13		11
New Jersey Central				
New York Central	87	87	86	84
New York and Erie	38	38	37	35
N. York and Harlem	21	20	19	16
N. Y. and H. "pref."	47	46	45	42
Panama	125	124	124	122
Phila. and Reading	46	45	45	44
RAILROAD BONDS:				
Buff. N. Y. & Erie 1 M. 84		84		
Chic. and N. W. 1st M.			58	58
" " 2d M.				
" " S. F.			79	
Cl. & Tol. S. F. 7 p.c. '85				
D. L. & W. 1 M. 8 p.c. '71-5				97
" 2 M. 8 p.c. '81				
Gal. and Ch. 1 M. 8 p.c. '63				
" 2 M. 8 p.c. '75				95
Hann. & St. J. 1 M. 8s				
Hudson R. 1 M. 7 p.c. '69			100	105
" 2 M. 7 p.c. '60				101
" 3 M. 7 p.c. '75				92
Illinois Centr. 7 p.c. '75	96	96	96	95
" 6 p.c. '75				
L. Erie & Wab. 1 M.				
" 2 M.	48	48		
Mich. Cen. S. F. 8 p.c. '82			98	98
" conv. 8 p.c. '69				
Mich. Southern 1st M.				80
" " 2d M.	64	63	60	59
" " S. F.	81			
M. S. & N. I. 1 M. S. F.				
" 2 M. 8 p.c. '77				
Northern Ind. 1 M.				
" 2 M.				
N. J. Central 1st M.	93			
N. Y. C. 6 p.c. cert. '83				
" 1 M. 7 p.c. '64				
N. Y. & E. 1 M. 7 p.c. '67	104	104	104	105
" 2 M. 7 p.c. '59		99		99
" 3 M. 7 p.c. '71	93	93	93	93
" 4 M. 7 p.c. '80				87
" 5 M. 7 p.c. '83		77		
" conv. 7 p.c. '62	72			
" 7 p.c. '71				
" S. F. '75				
N. Y. & H. 1 M. 7 p.c. '73				98
" 2 M. 7 p.c. '64				
" 3 M. 7 p.c. '67				
Penn. 1 M. 7 p.c. conv. '88				
" 2 M. 6 p.c. at '75				
Ph. and Read. 6 p.c. '60				
" 6 p.c. '70				
T. H. and A. 1 M. 8s '72				
" 2 M. 8s '70				
BANK AND INSURANCE STOCK:				
Am. Exchange Bank	104	104	104	
America, Bank of				
Commerce, Bank of	102			
Merchants' Exch. Bk.				
Mercantile (Mar.) Ins.				
Commonwealth Bank				
Metropolitan Bank	112			
MINING STOCK:				
Pittsburg	61	61		
Rockland		26		
Minnesota	86	86		
Isle Royale	12	12		
MISCELLANEOUS:				
Del. and Hud. C. Co.				95
Cumberland Coal Co.				11
Penn'a Coal Co.	82	83		82
Pacific Mail S. S. Co.	92	92	92	91
Canton			20	
Brooklyn Water W's	103			

The following are the closing prices in the London Market on the 3d October:

United States 5 p. c. red. '74	93 1/2	to	93 1/2
Illinois Central 6 p. c. red. 1875	87	to	89
Do. 7 p. c. red. 1875	88	to	90
Do. do. Fr. L'd red. '60	92 1/2	to	93 1/2
Do. \$100 shares, all p'd	72	to	77
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	91	to	93
Do. do. 1st mortgage			
(sinking fund), 1882	91	to	93
Do. \$100 shares	62	to	64
Michigan S. & N. Indiana 7 per ct.			
(sinking fund) 1885	72	to	74
Do. \$100 shares	20	to	25
New York Central, 6 per cent. (sinking fund) 1883	89	to	91
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876	94	to	96
Do. \$100 shares	80	to	82
New York and Erie 1st mortgage 7 per cent. 1867	93	to	95
Do. 2d mortgage, 1859	88	to	90
Do. 3d do. 1883, assented	79	to	81
Do. Bonds, 1862, '71, '75 do.	65	to	67
Do. Shares, assented	36	to	37
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	90	to	92
Do. \$50 shares	38	to	40
Phila. and Reading B'ds, 6 p.c., 1860	78	to	80
Do. 6 per cent. 1870	75	to	80
Do. \$50 shares	22	to	29

American Railroad Journal.

Saturday, October 27, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Pittsburg, Fort Wayne and Chicago R. R.

The committees representing all the parties in interest in this road have recommended the following plan for the re-organization of the affairs of the company: The road to be sold under process for foreclosure to the following parties, viz.: J. F. D. Lanier, L. H. Meyer, S. J. Tilden, Samuel Hanna, and J. Edgar Thomson, and a new company organized by which new classes of bonds and stock for the benefit of the holders of bonds and shares in the old companies, are to be issued as follows:

1st Mortgage Bonds \$5,250,000, being a first lien on the entire line and equipments of the company, to bear interest after the first of January 1862, payable semi-annually in six classes; the interest on one class to fall due on the 1st of each month; the principal to be redeemable July 1st 1911, or at the option of the company after the first day of July, 1866. This class of Bonds may, at the option of the holders, be converted into 6 per cent. Bonds, irredeemable except by the operation of a sinking fund of one per cent. annually, till \$2,500,000 shall be redeemed. The holders of the bonds are to be entitled to vote at the meetings of the stockholders at the rate of one vote for two hundred dollars of the par amount of said bonds.

2nd Mortgage bonds \$5,100,000. These bonds are to bear interest after April 1st, 1862, and contain the same provisions as the 1st. Mortgage Bonds in reference to the rate of interest; to their redemption and conversion into irredeemable bonds, and also in reference to voting at the meeting of the stockholders. A further clause provides that in case of sale of the road under

this Mortgage, bonds to the amount of \$400,000 shall have preference as to payment.

3d Mortgage Bonds \$2,000,000. These Bonds entitle the holder to interest at the rate of 7 per cent. after the first day of April 1862, out of such balance of net earnings as may remain after the interest and sinking funds previously provided, and maintaining the road. The holders are entitled to cast one vote for every hundred dollars held by them.

Share Capital. The share capital of the new company to be \$6,500,000. The dividends in the same to be limited to 6 per cent.: any surplus then remaining to be paid to the sinking fund for the redemption of the first bonds.

To carry out this plan the holders of the 1st Mortgage Bonds created by the original company are required to assign to certain parties designated by the purchasing committee, their bonds, with the coupon unpaid, whether funded or not, and thereupon to be entitled to the bonds of the new corporation of the same nominal value as the amount surrendered.

The **Second Mortgage Bonds and Income Bonds** of the Ohio and Pennsylvania Company; the **second and third Mortgage Bonds** of the Ohio and Indiana, and the construction Bonds of the Pittsburg, Ft. Wayne and Chicago have the following provisions in their favor—they are to be surrendered in the same manner as the 1st Mortgage Bonds, with the unpaid interest, and their holders to be entitled to the **second Mortgage Bonds** of the new corporation to an equal amount, and for such coupons as matured on, or before Oct. 1st, 1859; to third mortgage bonds for coupons maturing after the date last named, and up to the 1st of April 1862.

The holders of the **second mortgage bonds** of the Ohio and Indiana Railroad Company are to be entitled to receive for their bonds, that class of the second mortgage bonds having preference of payment as aforesaid, for the reason that the lien created by the two mortgages on this section of the road does not much exceed, per mile, the first mortgage on other portions of it.

The foregoing provision applies only to such bonds as were sold prior to July 1st, 1860.

Real estate bonds.—These classes of bonds issued by the Fort Wayne and Chicago and the Pittsburg, Fort Wayne and Chicago, to be assigned as aforesaid and converted at their par value, and coupons, into third mortgage bonds of the company.

The **construction bonds** now outstanding as collateral may be used in the adjustment of the floating debt at rates to be first determined by John Ferguson, Esq., and approved by him.

All debts of the company not included in the foregoing classes may be exchanged for an equal amount of 3rd mortgage bonds of the new company. The nature and amount of such debts to be determined by the parties appointed by the purchasing committee.

The stockholders in the old corporation to receive stock in the new, equal in amount to that held by them.

The time for carrying out the above plan to be determined by the purchasing committee, which is to act by the majority, and its action in the premises, upon all questions, to be final and conclusive: The plan to be carried out in 60 days

after the 1st of January, 1861. Active measures are now being taken to carry it into operation.

The Share and Money Market.

The share market is experiencing all the terrors of a panic, prices having fallen off in some instances, from 10 to 15 per cent. within a very few days. It is something extraordinary that while there has been such a fall in railroad securities, money should remain so abundant, and such apparent confidence should continue to exist in business circles. Banks are discounting as if they felt no apprehension for the future. The United States Loan recently put out was taken at very favorable rates for the Government—a five per cent. security commanding a small premium. Money continues very easy, and but for the fall in stocks, the political matters now occupying public attention would seem to exert no influence whatever upon business affairs. We presume there will be no recovery till after the election has taken place. That railway securities should have fallen so rapidly shows that public confidence is far from being fully restored in reference to this class of investments—particularly such as are upon this market; for we do not see a corresponding decline elsewhere. That our companies are not yet all purged of rogues, recent events in the Rock Island fully prove. A longer trial must be had before the apparent success of railroads can be taken for real. The recent decline has not been owing so much to apprehension about the future as to the distrust which so long prevailed, and taught by a bitter lesson, as to the real value of railroad securities. We shall get over this by and by, but we certainly have not done so yet.

Grand Trunk Railway of Canada.

The financial condition of this enterprise is exciting great attention in England, as might be expected from its vast cost, and from the fact that Englishmen have furnished the capital for its construction. As some grand mistakes were made in the construction of the road, it is very probable that equally grave ones may be repeated in any attempt at an adjustment of its affairs.

The road being commenced under the auspices of the Province, political ideas, or necessities, had a great deal more to do with the original plan, and the manner of its execution, than commercial. As the Province contributed largely toward its cost, it became necessary that every portion of it should share in its benefits. The company was required to extend its line from one extremity of the Province to the other, without any regard to the question of income. That portion, consequently, from Richmond east to Quebec, including the extension to the River de Loup, we presume does not pay running expenses. We doubt whether the line from Toronto to Detroit pays any better. No matter how productive the central portions of the road may be, its earnings are sacrificed to keep the extremes in motion.

If Canada had formed a part of the United States, the mistakes committed in the Grand Trunk enterprise would have been avoided, as in such case commercial rather than political considerations would have prevailed. But commercially, Canada is a part of the United States, as almost entire freedom of trade exists between the two countries. The trade of a large portion of the Province tends toward New York by the same

law that brings that of Ohio to this city. Any attempt to divert it will prove utterly futile. This fact should be borne in mind in any plan designed for the relief of the Grand Trunk. Any scheme controverting the laws of trade will only involve the company the deeper in the mire.

The people of Canada, as well as the managers of the Grand Trunk Railway, have acted upon the idea that the Province was a "great country." It is a great country, but it does not follow that its trade justifies the construction of an elaborate system of railroads independent of that of the United States. The great misfortune of the Grand Trunk is that the direction of trade in Canada is at right angles to its line. This tendency will steadily increase in force from year to year. The United States will soon become almost the entire market for Canadian products, and will supply in turn nearly all the merchandise and manufactures consumed in the Province.

The true remedy in this case is for the Province to assume the road. We see no other alternative. In no other way can a great moral responsibility be properly met. We are confident that the case is only fairly to be represented to secure such a result.

Buffalo, New York and Erie Railroad.

The Auditor of the Buffalo, New York and Erie Railroad, makes the following statement of its condition, Aug. 1, 1860.

FUNDED DEBT.

	Due.	Interest.
1st Mortg. Bonds...	\$2,000,000	1877, 7 per cent.
2d Mortg. Bonds...	380,000	1872, 7 per cent.

Total \$2,380,000 or, \$16,760 56

—per mile.

No arrearages of interest.

FLOATING DEBT, AUG. 1, 1860.

Bills Payable.....	\$115,527 94
Pay Roll.....	31,921 14
Other Roads.....	5,889 60
Individuals.....	53,553 00

Total.....\$206,891 89

ASSETS.

Cash balances due and material on line.	\$91,597 54
Interest held in other and connecting roads.....	165,135 72

Total.....\$256,733 26

Capital stock, \$680,000, in shares of \$100 each.

Total cost, \$6,150,000.

Cost to the present Co. \$1,150,762. (Sept. 30, 1859.)

EARNINGS.

	1st 11 mos., '60	2d year '59.
Gross Receipts.....	\$474,778 73	\$541,249 60
Gross Expenses.....	333,411 28	368,928 24

Net Earnings.....\$141,367 45

3d 10 mos., '60. Total.

Gross Receipts.....	\$457,463 77	\$1,473,492
Gross Expenses.....	275,196 49	977,736

Net Earnings.....\$182,266 68

This road forms the terminal at Buffalo and Rochester of the Erie Railroad, and, by a recent arrangement, we make connection at Elmira for Philadelphia and Baltimore business, and the coal and iron fields of Pennsylvania. The road was purchased by this Company at about half its cost, (being then incomplete), and, with its valuable real estate in the city of Buffalo and elsewhere, and with its full equipment, is, as its cost to the present Company, one of the cheapest roads in the United States. The roadway and equipments are all in good order, a large sum being annually expended for the permanent improvement of track and machinery.

Charleston and Savannah Railroad.

About the first of July last, the Charleston and Savannah Railroad company, being aware of the tedious delays attendant upon the construction of the permanent bridge over the Savannah river, determined to build one of a temporary character, to serve the purpose of passing their trains until the other was completed, and at that time concluded a contract with Messrs. McDowell & Callahan, to furnish all material of whatever nature, and furnish complete, in ninety days, the "temporary structure."

The work has been ready to receive the track for some days past. This structure is over 1,800 feet long, commencing on the Carolina shore with about 1,000 feet of trestling and piling, then one span, Howe Truss of 150 feet clear span, next to which is a pivot draw of 190 feet in length, turning on a pivot pier in the centre, affording two openings of 80 feet each, for the passage of boats; and on the Georgia shore, about 500 feet more of trestling and piling, making the length as above. The work has been executed under the supervision and discretion of Major Edward Manigault, the efficient and energetic chief engineer of the company, who has been very ably aided by the skill, intelligence, and indomitable perseverance of M. P. Muller, a resident of our city, who is the engineer in immediate charge of the work. The rapidity with which this work has progressed speaks well for those connected with it, and also conveys to our mind the fact, that we shall in a very few days have direct connection with Charleston by rail, as we understood the track is laid continuously from the Savannah river to a point within two miles and a half of where they connect with the Central Railroad, which is a short distance from the race course. The completion of this road, with that of the Atlantic and Gulf, should impress upon the mind of the most unobtrusive, the fact, that our "Forest City" must yet draw within her grasp the trade and travel of large sections of country heretofore undeveloped. —Savannah Express.

Pacific Railroad.

The directors yesterday placed under contract all the remaining heavy work on this road, lying in Jackson county. It will not be forgotten, that at an election held in Jackson county, last August, the County Court were instructed to subscribe two hundred thousand dollars of additional stock, issuing the county bonds at one, two, three and four years, with ten per cent. annual interest for its payment; provided, however, that the proceeds of the same were to be expended in said county. The stock has just been subscribed, and six more miles have been put under contract, so that there is at this time seventeen miles of the road, beginning at Kansas City and extending eastward, under contract; that portion between Independence and Kansas City, commenced last July is being vigorously worked, and unless unforeseen circumstances present themselves, the road will be opened for travel from Kansas City to Independence before the fourth day of the ensuing July, by which time it is expected the cars will be running to Warrensburg, in Johnson county, leaving only a gap of fifty miles to a completed road.

In the meantime, however, it is understood that by the terms of the Cass county subscription, the road west of Warrensburg and east of the line of Jackson county, will be put under contract; so that with wholesome legislation at an early day in the ensuing session of the General Assembly, this great road, from which the State as well as our own city is to be so much benefited, will be finished, and the territory west of our State become tributary, which has for a season been estranged, will return to its first love.

On Saturday next the cars will run to Smithton, in Pettis county, six miles west of Otterville, and on the first of December ensuing to Sedalia, the county seat (Georgetown) of Pettis county.

Since the road has been opened up to Otterville, stage communication has been formed to Lexington, Booneville and Harrisonville, in Cass

county, and much if not all, the travel heretofore going to Hannibal and St. Joseph have come over the Pacific.

The Southwest Branch extends to Dillon's, 104 miles, and will open to Rolla, in Phelps county, before the meeting of the General Assembly, and before the ensuing March, it is contemplated to extend the road to the Little Piney, or Gasconade.—St. Louis Republican Oct. 19.

C. J. SCHULTZ,

MANUFACTURER OF

Bridge Bolts and Draw-Bridge Castings.

Letterbox 1392.

Pittsburg, Pa.

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THE BEST, CHEAPEST AND

MOST DURABLE ROOFING KNOWN.

THE IMPROVED PATENT ROOFING FELT furnished by the Subscribers is entirely free from the objections hitherto urged against articles that have been furnished under similar names by various parties.

It makes a light, cheap, durable, and perfectly Fire and Water-proof Roofing for Churches, Farm Buildings, Railroad Depots, etc.

It forms the best and cheapest lining for Stores, Granaries, Barns and Wooden Buildings, as rats, mice and other vermin will not touch it.

It stands all climates and has been extensively furnished to the British Government for use in their widely scattered foreign possessions. The Turkish Government used large quantities of the Felt for roofing their hospitals and stables in the late war.

In this country first class dwelling houses have been roofed for three years with this Felt, and the owners who used tin now prefer this Roofing Felt.

Also an entirely new, superior and cheap ROOFING CEMENT for the above Felt and leaky tin roofs.

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N. B.—Agents wanted.

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TO CONTRACTORS.

PROPOSALS will be received by the Long Dock Company until November 3d, for excavating and loading in the cars of the Company, 500,000 cubic yards of earth, at the west end of the Bergen Hill Tunnel. For further information apply to J. Housron, Assistant Engineer's office, Hudson City.

The Company reserve the right to reject any bid that may be offered.

Oct. 11, 1880. J. W. ALLEN, Engineer.

ENGLISH WATCHES.**THE CELEBRATED LONDON WATCHES.**

I. & M. T. LEVITT,
CHRONOMETER MAKERS TO THE ROYAL NAVY.

FOR SALE BY
J. H. BRADBURY,

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MOST DURABLE & ACCURATE TIME KEEPERS.

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GOLD AND SILVER WATCHES

OF EVERY DESCRIPTION.

ALWAYS ON HAND.

Also Agent for the MORRIS TOBIAS WATCH.

Notice to Contractors.

OFFICE GEORGIA WESTERN RAILROAD CO.,

Atlanta, Oct. 4th, 1880.

SEALED PROPOSALS will be received at this office until the 1st day of December next for executing the Grading and Masonry on fifty miles of the Georgia Western Railroad, commencing at Atlanta, and extending into Haralson county.

Profiles and plans, with approximate estimates of quantities, will be exhibited at this office on and after the 15th of November. Payments to be made in cash, monthly. The work is in a healthy locality, and will present superior advantages to contractors in obtaining supplies.

By order of the Board of Directors.
L. P. GRANT, Chief Engineer.

JUST PUBLISHED. Price \$5 per volume.

HISTORY**OF THE RAILROADS****AND CANALS****OF THE UNITED STATES****OF AMERICA.**

EXHIBITING THEIR Progress, Cost, Revenues, Expenditures

AND PRESENT CONDITION.

By HENRY V. POOR, Esq., Editor of the 'AMERICAN RAILROAD JOURNAL'

Illustrated by large and elegant Maps.

THIS work, which is the first of its description ever issued, and which traces the history of AMERICAN RAILROADS AND CANALS through their varying fortunes from the earliest period to the present day, has been written under peculiarly favorable circumstances, whether in relation to editorial experience, or the possession of the material necessary for the proper illustration of the subject, and on these accounts claims a reliability as to facts and deductions which under other auspices could not have been obtained. It is based principally on official reports published from year to year, and which for the past THIRTY YEARS have been accumulating in the office of the AMERICAN RAILROAD JOURNAL. To collate these, and present the essential facts relating to each enterprise, has required patient research and persistent labor. The result has been more successful than could have been anticipated under any circumstances—the general history, the progress of construction, the financial movements and the business operations of every road and canal in the United States being given in detail, the aggregate of all summed up and the averages deduced. The present condition of each work is elaborately set forth in full descriptions of property, share capital, bonds and other evidences of debt, etc., etc.; and the several departments of the subject are so carefully classified and arranged that comparison is rendered easy. The publishers, indeed, have no hesitation in presenting the work to all interested in internal improvements as complete and accurate in every respect—one that in reviewing the past lays the foundation for the future, and which is indispensable alike to the merchant, the banker, the contractor, and indeed to all who invest capital in railroads or canals.

The work will consist of THREE volumes royal 8vo, and be illustrated with a series of large MAPS specially drawn to accompany these volumes.

The first volume, embracing the States of MAINE, NEW HAMPSHIRE, VERMONT, MASSACHUSETTS, RHODE ISLAND, CONNECTICUT, NEW YORK, NEW JERSEY, PENNSYLVANIA, DELAWARE and MARYLAND, is now ready for delivery.

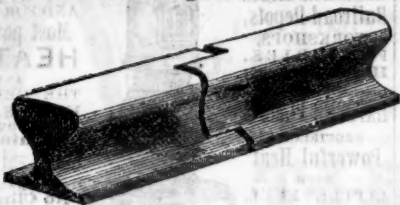
The second and third volumes, the one embracing the 'WESTERN,' and the other the 'SOUTHERN STATES,' are now being prepared and will be issued at an early date.

JOHN H. SCHULTZ & CO.,
PUBLISHERS.

No. 9 Spruce Street, New York.

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Patented August 21st, 1860.



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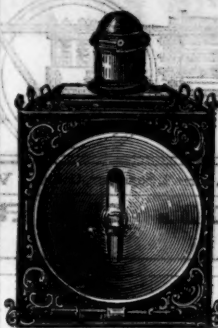
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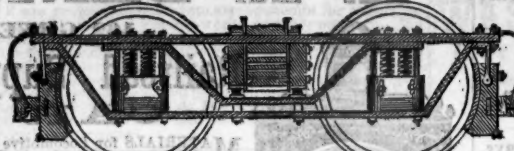
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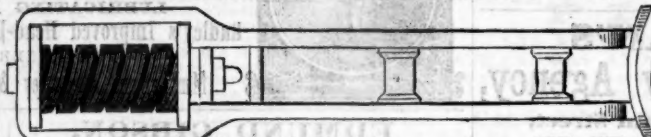
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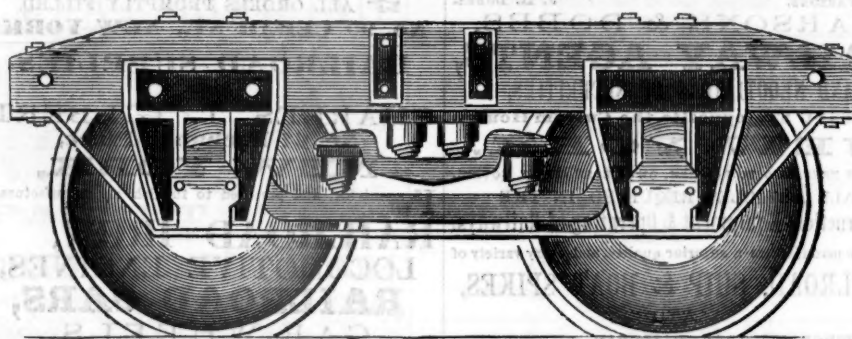
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